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Trade Bars Denounced By Reagan

President Takes Moderate Tone in Speech to the Diet

By Lou Cannon

WASHINGTON — President Ronald Reagan denounced Friday the "policy" of protectionism and called for a "partnership for peace" in the first speech by a U.S. president to the Japanese Diet.

Mr. Reagan's address appeared to be carefully designed to calm U.S. and Japan's trade tensions.

He also toned down his customary anti-Communist rhetoric and depicted his administration as one that is working to achieve agreements with the Soviet Union on reductions in nuclear arms.

Addressing the legislators of the one nation that has experienced the horrors of nuclear war, Mr. Reagan said in his prepared speech:

"The only value in possessing nuclear weapons is to make sure they are never used. I know I speak for people everywhere when I say our dream is to see the day when nuclear weapons will be banished from the face of the earth."

Mr. Reagan devoted an equal portion of his speech to reassuring his audience on economic issues, while gently nudging the Japanese to give ground on their own trade barriers.

"If we give a little, we can all gain a lot," Mr. Reagan said.

Discussing "protectionism," he said: "I am old enough to remember what eventually happened to the last time countries protected their markets from competition: a nightmare called the Great Depression."

World trade fell by 60 percent and everywhere, jobs were lost. Let us have the wisdom never to repeat that folly. We are the same boat with our trading partners around the globe."

Mr. Reagan's speech closely followed the themes of a joint statement issued Thursday by Prime Minister Yasuhiro Nakasone of Japan, who is expected to call new parliamentary elections within the next two months.

The joint statement — actually separate declarations that both leaders read standing side by side — reflected Mr. Reagan's desire to help Mr. Nakasone politically.

For instance, Mr. Reagan's only comment about Japanese quotas on imports of agricultural and forest products that have been lifted by the United States was to say that they are "a cause for concern."

He balanced the remark immediately with a promise to "combat protectionism in our country."

Both Mr. Reagan and Mr. Nakasone made much of an agreement worked out beforehand that is aimed at strengthening the yen and liberalizing Japanese financial and capital markets. This would have the presumed effect of lowering the U.S. trade deficit with Japan, which is now about \$23 billion.

In his speech to the Diet, Mr. Reagan referred to this undertaking as an "accomplishment."

"We look forward to the year playing a major role in international financial and economic affairs," he said. "We welcome the"



President Reagan and Prime Minister Nakasone before their second meeting in Tokyo.

Soviet Envoy Reportedly Links Talks In Geneva to Bundestag Missile Vote

By William Dromedak

Washington Post Service

BONN — The Soviet Union intends to break off the Geneva arms control talks with the United States if the West German parliament approves deployment of new medium-range nuclear missiles after a debate on security here Nov. 21, a senior West German parliamentarian said Thursday.

Horst Ehmke, the deputy floor leader of the opposition Social Democrats, said that the Soviet ambassador in Bonn, Vladimir Semenov, told leading members of the Bundestag on Monday that Moscow considered the forthcoming West German vote as the key to the fate of the Geneva negotiations.

While the Soviet Union has warned that it would cease the arms talks if deployment takes place, Mr. Semenov's threat directly linked a possible rupture to the West German parliament's decision and appeared to be part of an

intensifying campaign to focus pressure on West Germany as the only country scheduled to deploy Pershing-2 missiles.

Mr. Ehmke quoted Mr. Semenov as saying that if the Bundestag "gives the green light to deployment of medium-range rockets, the Soviet government declares that then the continuation of negotiations in Geneva becomes impossible."

Mr. Ehmke said he perceived the Soviet message as "a tactical move so that Moscow can make the continuation of the talks dependent on NATO's behavior but on a decision of the Bundestag."

Bonn disarmament experts have said that the Soviet Union may be contemplating a final offer that would cut its arsenal of triple-warhead SS-20s to 54, thus equaling the 162 warheads deployed by British and French nuclear missile forces.

Western diplomats and Foreign Ministry officials in Bonn agree that a dramatic proposal of such scope could present serious difficulties in maintaining a cohesive NATO position.

While the United States insists that a parity must be established in medium-range missiles in Europe, some West German and other European officials have indicated that a substantial reduction in SS-20s, to a figure as low as 54, might be enough to forsake deployment.

There is a consensus of U.S. and West German experts, however, that it appears unlikely the Soviet Union will now propose to cut the SS-20 force in Europe to 54.

U.S. and Soviet negotiators are planning to meet again next Tuesday for the last bargaining sessions before the Bundestag security debate. Even though the Social Democrats are expected to decide at a party congress late next week to oppose the missile deployment, Chancellor Helmut Kohl's government (Continued on Page 2, Col. 7)

Residential Areas Are Attacked, Threatening Tripoli Cease-Fire

Arafat Offers To Leave at City's Request

Compiled by Our Staff From Damascus

TRIPOLI, Lebanon — Rocket and artillery fire poured on residential neighborhoods of this port city of 500,000 people Thursday during violations of a cease-fire between loyalist Palestinian Liberation Organization guerrillas and Syrian-backed rebels seeking to depose Yasser Arafat, the PLO chairman.

But the shelling tapered off in the evening.

In Damascus, Rashid Karara, a former Lebanese prime minister, called on Mr. Arafat to leave Tripoli and spare the city from more bloodshed. The appeal came only hours after Mr. Arafat offered to leave Tripoli if asked to do so by the city's leaders.

Eight neighborhoods in Tripoli were the target of Syrian artillery Thursday afternoon, less than 24 hours after a truce had eased tensions in and around the city, according to PLO officials.

At noon, occasional bursts of incoming shells were heard around the Badawi Palestinian refugee camp and in Tripoli. Later, a PLO spokesman said the cease-fire had ended and fighting was raging to the north and east of the camp.

State television said in the early evening, however, that separate meetings between city leaders and Mr. Arafat and rebel PLO leaders had produced renewed pledges to abide by the cease-fire.

Mr. Arafat had said earlier in the day that he did not think the truce would hold.

"Unfortunately, this is an unscrupulous cease-fire," he said. "The Syrians brought in a new mechanized division last night."

"In my opinion," Mr. Arafat added, "they are planning to invade the city from all axes — from the north, the south and the east."

The PLO leader has accused Syria of organizing a joint Syrian, Lebanese and Palestinian rebel attack on his loyalist strongholds in northern Lebanon. Syria denies the charge.

Asked if he had decided to leave Tripoli, Mr. Arafat replied: "It is not I who will decide. I have proposed to my brothers here in Tripoli, the leaders of Tripoli, to leave. I am willing and ready to accept their decision."

He said political and factional



A Palestinian carried a child wounded Thursday during artillery exchanges in the Lebanese port of Tripoli. Clashes erupted between supporters of Yasser Arafat, chairman of the Palestine Liberation Organization, and Syrian-backed rebels and threatened a truce.

U.S. Jets Are Fired On Over Lebanon; Syria Says Forces Repelled 'Intruders'

By Glenn Frankel

Washington Post Service

BEIRUT — U.S. jets came under fire from Syrian forces for the first time Thursday in another escalation of Middle East tensions on a day of intense military maneuvering.

Syria said its ground forces had repelled four F-14 Tomcat fighter jets that had "intruded" over Syrian positions Thursday morning in northern Lebanon. The state-operated Beirut radio reported that the Syrians had fired at least one ground-to-air missile at the planes. None of the jets was reported hit.

Syrian officials have accused the United States in recent days of plotting with Israel to attack Syrian forces in retaliation for the Oct. 23 bombing that killed more than 200 marines here. A Syrian official in Damascus warned Washington on Thursday to keep its planes away from Syrian positions.

A Defense Department official in Washington later said that an F-14 from the aircraft carrier Dwight D. Eisenhower had fired an anti-aircraft missile at a routine reconnaissance mission but had returned unharmed to the carrier.

(Anson Franklin, an assistant White House press secretary traveling with President Ronald Reagan in Japan, said the jets were on a "routine" mission. The Associated Press reported.)

(The AP reported from Washington that Secretary of Defense Caspar W. Weinberger said of the incident, "I don't regard it unusual or surprising" that the plane came under anti-aircraft fire. Mr. Weinberger said "we don't know that the Syrians fired" at the F-14 and that he did not know where the fire came from. He said he did not believe it was the first time it had happened.)

The United States has increased its reconnaissance flights over Beirut and the north recently, fanning speculation that U.S. forces are planning a retaliatory strike against Syria or its Muslim allies in the eastern Bekaa valley or the suburbs south of the capital.

Israeli planes reportedly buzzed

Gulf Slick Disaster Was Not So Sticky

Reuters

BAHRAIN — A few months ago the Gulf was ringing with prophecies of doom as an oil slick described as being as big as Belgium headed down the waterway from war-damaged oil wells in Iranian offshore fields.

Gulf officials scurried from capital to capital for talks on fighting the menace. Sales of fish slumped amid reports of widespread poisoning of marine life, and consumers stocked up on bottled water, fearing that the floating sludge would shut down desalination plants.

The sand and coral shores of the Gulf appeared doomed to become a mess of tar dotted with dead fish and birds, and it was feared that tankers and other ships would be unable to push through the slick.

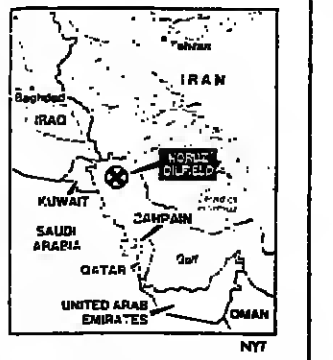
But pioneers still wend their way across the clear waters of the Gulf in small boats to sandbars off the island of Bahrain, feasting on barbecues of fresh hamour, red snapper and other fish.

What happened to the slick? There were suggestions at the time that it was all a mirage. But the slick was there, and still is.

But the worst is past. Iran has capped the biggest of three wells it says were hit in Iraqi attacks on the Noruz field in late February and early March, and oil from the other two is mostly burning off.

Still, a lot of oil spilled into Gulf waters from March to September. The lighter elements of the crude evaporated under the summer sun, leaving floating rafts of tar balls that washed ashore along the Gulf's southern shores.

In Kuwait, Saudi Arabia, Bahrain and Qatar, clean-up



U.S. Satellite Has Brushed Away Some Cobwebs of the Universe Mapping the Sky With Infrared Wavelengths, Device Reveals Giant Dust Clouds, New Galaxies

By Walter Sullivan

New York Times Service

WASHINGTON — Scanning the heavens through a newly opened "clean window," the Infrared Astronomy Satellite has provided a revolutionary view of the universe, revealing swirling "circus clouds" of dust, galaxies of a previously unsuspected nature and a giant dust ring beyond the orbit of Mars that is possibly produced by recurring asteroid collisions.

The satellite, known as IRAS, is mapping the sky at infrared wavelengths that cannot penetrate the atmosphere and has already identified more than 180,000 pointlike sources, many of which are too cool to radiate light and to be visible from Earth. The total number is expected to reach 250,000.

IRAS records at four infrared wavelengths, including one emitted by material, such as dust in space, that is not much warmer than absolute zero, the total absence of heat

recorded by the Rutherford Appleton Laboratory in England. IRAS is in the final weeks of its expected lifetime.

Only a small fraction of the recorded observations have been studied so far and Dr. Gerry Neugebauer of the California Institute of Technology, leader of the American participants, said 30 years might elapse before they were fully understood. He termed the "circus clouds," or wisps of tenuous material, "a new component" of the universe. It is still not clear whether they are within the solar system or beyond it, in space between the stars.

In the last two weeks, astronomers at the University of Groningen, in the Netherlands, studying IRAS data, have found a giant dust shell around Betelgeuse, a red supergiant star in the Orion constellation. Such stars, nearing the ends of their lives, are believed to shed large quantities of material.

Unlike the shell that IRAS found earlier around Vega, however, this one does not entirely surround the star. One explanation, according to Dr. Harm Habing of University of Leiden, is that the dust was swept away as Betelgeuse traversed a cloud of dust and gas.

The giant dust ring within the solar system was described by Dr. Frank Low of the University of Arizona. It appears on infrared maps of the sky as a triple feature: a fat central ring flanked on both sides by two lesser ones. The rings are tilted about nine degrees to the ecliptic, the central plane of the solar system.

Their triple structure, Dr. Low suspects, is an illusion. Particles orbiting the sun within a single flat ring will appear from Earth to spend more time in the high or low regions of their orbits than in the intermediate zone.

Such particles, he said, could not survive in the ring more than a few



W. Wilson Goode

Blacks, Women Are Big Winners in U.S. Elections

By Howell Raines

New York Times Service

NEW YORK — Although both Republicans and Democrats claimed some prizes in Tuesday's elections, the big lesson for both parties seemed to be in the constituencies in which they lost.

One immediate result of the Collins and Whitmore victories, as well as the re-election of Mayor Dianne Feinstein in San Francisco, was renewed talk of and pressure for the consideration of a woman as a Democratic vice presidential candidate in 1984.

They become contributing factors in what is already a matter of nationwide interest, said Ann F. Lewis, political director of the Democratic National Committee. "Further, they provide evidence of the ability of women as vote getters in those Sun Belt communities that are so important to the Democratic Party."

The election of Mr. Goode in Philadelphia and that of another black Democrat, Harvey Gantt, as mayor of Charlotte, North Carolina, demonstrated the continuation of a trend toward heavy black voter turnout that has been gaining momentum since President Ronald Reagan took office in 1980.

Those contests also seemed to confirm the existence of the cohesive, highly energized black political base targeted by the Reverend Jesse L. Jackson in announcing his candidacy for the Democratic presidential nomination last week.

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PEOPLE

New Boat's Performance Praised by Congress

Jacques-Yves Cousteau's wind-powered boat, the Calypso, has exceeded all expectations in its recent voyage. The 42-ton vessel has sailed from Bermuda to the Azores, and back, in 17 days, 15 hours, 55 minutes, and 55 seconds. The boat's speed is a record for a wind-powered vessel.

The former heavyweights of the consumer movement, Alvin Karpis and Alvin Karpis, are among 50 people who have been named in a lawsuit filed in American life.

The architect of the play, Ray Kroc, the McDonald's founder, has been named in a lawsuit filed in American life.

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Secret of a German Industrialist Who Betrayed Nazis

By James M. Markham

New York Times Service
BONN — After World War II, many Germans came forward to proclaim that they had been secretly against the Nazis or had carried out "inner resistance" to Hitler's dictatorship. But Eduard Schulte kept his secret.

Mr. Schulte, a prosperous businessman who until 1943 had directed a German zinc-mining company in Breslau (now Wroclaw in Poland), spent most of the postwar years in Zurich.

In 1956, a year after the death of his first wife, the 65-year-old Mr. Schulte married Doris Jette Kurz, a Jewish woman of Polish parentage who was born in Zurich and ran a boutique there. He died in the Swiss banking capital in 1966, according to Swiss archives.

In recent weeks, U.S. historians have disclosed that Eduard Schulte was the mysterious German industrialist who was long known to have passed to the Allies vital information about Hitler's war plans, including the decision to invade the Soviet Union. In 1942, Mr. Schulte provided intelligence from Hitler's headquarters that the dictator was considering the killing of European Jews using prussic acid.

The story of how the United States and its allies ignored or disbelieved this intelligence has been told many times: a filter of skepticism, disbelief and in some cases anti-Jewish prejudice inclined Washington and other capitals to inaction as late as 1944, when full details were known of the Auschwitz death camp.

But even after his name was disclosed for the first time, an aura of mystery surrounded Mr. Schulte. What compelled this scion of the German establishment to risk his life as an unpaid Allied agent?

Gerhart Riegner, the Swiss representative of the World Jewish Congress, still refuses to acknowledge that it was Mr. Schulte who, in 1942, supplied him with the information about the "final solution."

"I have not identified the man for 40 years," said Mr. Riegner in a telephone interview, "and I see no reason not to keep the one request he ever made of me."

"He was a determined anti-Nazi, and he was burdened by his conscience, and he wanted to share his knowledge," Mr. Riegner said.

A series of interviews have turned up many new details about Mr. Schulte, including the revela-

tion that his highly classified information came from Admiral Wilhelm Canaris, the chief of the Abwehr, the military-intelligence branch of the high command of the German armed forces.

According to a close relative who requested anonymity, Mr. Schulte was a member of a network of anti-Nazi plotters that also included Hans Bernd Gisevius, the German vice consul in Zurich, and Carl Gerdeler, the onetime mayor of Leipzig who was the civilian leader of the German resistance to Hitler. Canaris and Gerdeler were executed for their involvement in the 1944 assassination attempt against Hitler.

Mrs. Schulte, who is 74 and lives in Zurich, was initially too frightened to talk after the newspaper reporting uncovered the industrialist's second marriage and her whereabouts. But Monday night she relented, and in two telephone conversations, spoke of her husband, whom she first met in Zurich in 1938.

Mrs. Schulte praised her husband as "an upstanding, good man, one of the most modest men in the world," and said his hatred for Hitler was sharpened by the plight of his many Jewish friends in Europe.

"He had Jewish friends everywhere," said Mrs. Schulte. "I used to joke with him that he was more Jewish than I was."

After the war, she said, Mr. Schulte was profoundly disillusioned about his own espionage exploits, "that he had done something that put his life in danger and there was no reaction."

In 1926, Mr. Schulte became managing director of Georg von Giesecke's Erben, the biggest zinc producer in Germany, which had important holdings in Poland. The American Anaconda Copper Mining Co. controlled 51 percent of the German company's interests in Polish Silesia.

With his first wife, Clara Luise, Mr. Schulte had two sons, Eduard and Ruprecht. The first son died in a Soviet prisoner-of-war camp at Stalingrad in 1943, and Ruprecht Schulte today lives in San Diego, California, where he works for a defense company.

Reached by telephone, Ruprecht Schulte said that under the Weimar Republic his father was a member of the Social Democratic Party and had a number of friends who "were later unceremoniously pushed out of office and killed" after Hitler's takeover in 1933.

Albrecht Jung, who was Giesecke's legal adviser, said that before the war Mr. Schulte had known Allen W. Dulles, then a lawyer with the firm of Sullivan & Cromwell, through Anaconda's dealings in Silesia. During the war, Mr. Dulles became the Bern chief of the Office of Strategic Services, and a key Schulte contact.

The former legal adviser recalled that, before Hitler's annexation of the Sudetenland in 1938, Mr. Schulte got in touch with Giesecke's representative in Prague, Rudolf Boyka, a Jew, and told him to flee; he gave similar warnings to Jewish employees in Hungary and Romania.

After the invasion of Poland in 1939, Mr. Schulte and Mr. Jung fought off an attempt by Hermann Göring, the second most powerful figure in the Third Reich, to incorporate the Giesecke complex into the air force commander's sprawling industrial empire. To sever its incriminating U.S. tie, Giesecke bought out Anaconda's Polish interests with the help of Swiss banks, which it then repaid with zinc exports to Switzerland.

This deal gave Mr. Schulte the pretext to shuttle to Switzerland,



Eduard Schulte

where he pursued his clandestine contacts with Mr. Dulles, with Giesecke, the dissident German consul, and Polish and French intelligence contacts, according to various sources. In 1943, Mr. Schulte dictated a secret letter to Mr. Dulles in Bern, but an SS agent acquired the carbon and notified the Gestapo.

The industrialist returned to Germany, but, according to Ruprecht Schulte, he was warned by Admiral Canaris, the Abwehr chief, that an order was out for his arrest. He fled back to Switzerland, and his wife followed him out of Germany.

Rebels Claim Downing of Angolan Jet

The Associated Press
LISBON — Anti-Marxist rebels in Angola asserted Thursday they shot down an Angolan airliner that crashed after takeoff Tuesday, killing all 126 persons aboard.

However, the Angolan national airline, TAAG, said that its plane appeared to have crashed because of a "technical fault."

The rebels said all the passengers were soldiers and therefore the plane was a legitimate target. TAAG said all but two of the passengers were civilians.

The plane, a Boeing 737, crashed just after taking off from the airport at Lubango, Angola, on a regularly scheduled flight to Luanda, the capital.

A statement from the National Union for the Total Independence of Angola, or UNITA, said its "special commandos" destroyed the airliner.

In a communiqué distributed in Lisbon, UNITA said: "A group of special commandos shot down at 1500 local time a Boeing 737 which was transporting recruits and a company of the 3d Motorized Brigade from Lubango to Luanda."

Angola's news agency, ANGOP, denied reports there were military recruits on the plane and said it carried "only two soldiers."

It then quoted a statement released by TAAG which said, "While investigations into the cause of the accident are still underway, all evidence gathered so far points to a technical fault causing the crash."

ANGOP, monitored in Lisbon, said the plane carried 121 passengers and five crew members and all were killed in the crash.

UNITA has waged a bush war against the Marxist government since losing out in a civil war after Angola won independence from Portugal eight years ago. Rebel guerrillas are active in the region where the accident occurred, 460 miles (about 740 kilometers) south-southwest of Luanda.

U.S. Communists Convening

United Press International
CLEVELAND — Gus Hall, leader of the U.S. Communist Party, opened the party's 23d convention Thursday by charging the Reagan administration is bringing the United States nearer to nuclear conflict through undeclared wars in areas such as Central America.



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Swiss International Hotels bring you the choice of our superb hotels in Saudi Arabia. Each and every one of them offers you the welcome, hospitality and service that has made us famous around the world. So sample a little piece of Switzerland at any of our hotels — you'll find them all very much to your taste.



SWISS INTERNATIONAL HOTELS



EC MINISTERS IN GREECE — West Germany's finance minister, Gerhard Stoltenberg, left, talks to the French foreign minister, Claude Cheysson, standing beside him, and West Germany's foreign minister, Hans-Dietrich Genscher, at a meeting of European Community ministers in Athens. In the background are, from right, Uffe Ellemann-Jensen, Denmark's foreign minister, Hans van den Broek, the Dutch foreign minister, and Hans Tietmeyer, West Germany's secretary of state for finance. The ministers failed to agree Thursday on a payments policy for external agricultural trade.

U.S., Japan Will Try to Strengthen Yen To Counteract the Imbalance in Trade

By Hobart Rowen

Washington Post Service
WASHINGTON — Treasury Secretary Donald T. Regan and Finance Minister Noboru Takeshida of Japan announced Thursday the details of an agreement designed to liberalize the functioning of the Japanese capital market and to internationalize the use of the yen in the world trading system.

The steps followed an agreement in principle announced Wednesday in Tokyo by President Ronald Reagan and Prime Minister Yasuhiro Nakasone. It represented the first U.S. effort to reduce the deficit in trade with Japan by attempting to change the relationship between the dollar and the yen.

"This marks a determined effort of both governments to try to do something about the yen-dollar relationship and through that to ad-

just the imbalance in trade," Mr. Regan said at a press conference. The U.S. government, for its part, made several promises as well, including a statement that it would pursue "as quickly as possible" a reduction of the U.S. budget deficit through additional measures to reduce government spending."

Mr. Regan said that the Japanese were convinced that if the budget deficit in the United States were reduced, the interest-rate structure would also be reduced, working to lower the value of the dollar against the yen. The Reagan administration position on this issue until this point has been that there is no specific correlation between the U.S. budget deficit and the high level of U.S. interest rates.

The specific steps announced by Mr. Regan and Mr. Takeshida fall into two groups. The first is designed to promote wider use of the yen in international dealings.

For example, Japan said it would relax restrictions on purchases of yen for future delivery. This change would be effective April 1. The Japanese Ministry of Finance also will submit a bill in the next ordinary

session of the Diet, or parliament, that would reduce present barriers against foreign investment in eight to 10 specific industrial sectors.

Also planned is removal of the barrier against the issuance by the Japanese government of foreign currency-denominated bonds in U.S. or European markets. To encourage a greater amount of Japanese exports denominated in yen, the Japanese government said it would expedite a study of yen-denominated bankers' acceptances, a form of trade credit.

A second group of specifics announced Thursday for the first time are designed to allow foreigners looking for investment opportunities to put money on deposit in Japanese banks and draw interest in yen.

In addition, the Ministry of Finance said it would study an easing of rules on the issuance of yen-denominated bonds in international markets.

Mr. Takeshida was quoted in the formal statement as saying that "we as one of the major industrial nations will continue to take positive steps toward the internationalization of the yen and the liberalization of our financial and capital markets."

[In Tokyo, sources in the Ministry of Finance said Thursday "there is no guarantee the yen would strengthen as a result of the U.S.-Japanese agreement. United Press International reported from Tokyo.]



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Lebanese Panel Drafts Plans to Ease Tensions

Compiled by Our Staff From Dispatches
GENEVA — Members of Lebanon's warring factions said Thursday they had reached a series of constitutional and political reforms aimed at easing national tensions, and were ready to present them to factional leaders for approval.

Several persons of the 14-member panel, who stayed in Geneva after last week's national reconciliation conference of Lebanese leaders, said they had reached agreement on many points, but that disagreements remained on some issues.

The delegates stressed that no formal agreement had been reached and that their conclusions were tentative, pending discussions with faction leaders and the preparation of a final document.

The key issue blocking national accord is the withdrawal of Israeli troops from Lebanon. On May 17, Israel and Lebanon signed a U.S.-mediated accord on the pullback of Israeli forces from Lebanon but Syrian-backed opposition leaders have called for its abrogation.

Late Wednesday, after six meetings in three days, sources told Reuters that the committee obtained considerable agreement on reform of Lebanon's 40-year-old constitutional pact, which gives the Maronite Christians power over Muslims in a 6-to-5 ratio in Parliament and other institutions. Some of the sources qualified the measure of agreement as "surprising."

All sides agreed on the principle of parity in Parliament between Muslims and Christians, delegate sources said, and the opposition National Salvation Front — led by two Muslims and a Maronite Christian, former President Sleiman Frangieh — had agreed that the presidency could stay in Maronite hands with a Sunni Muslim prime minister, as is the case at present.

The committee was set up to formulate detailed constitutional, economic and social questions by the main Lebanon reconciliation conference, which recessed Friday after five days.

One topic that the committee continued to discuss Thursday was that of the composition of the Lebanese Army.

Japanese Diet Hears Reagan

(Continued from Page 1)

recent trend toward a stronger yen."

The one U.S. position critical of Japan that Mr. Reagan brought up directly in the joint statement concerned defense.

"The United States," he said, "remains convinced that the most important contribution Japan can make toward the peace and security in Asia is for Japan to provide for its own defense and share more of the burden of our mutual defense effort."

Addressing arms control issues, Mr. Reagan said that the United States had offered new initiatives in negotiations on both strategic arms reduction and intermediate-range nuclear weapons at Geneva and that "our great frustration has been the other side's unwillingness to negotiate in good faith."

Throughout the negotiations, Mr. Reagan has tried to alleviate Asian concerns that a reduction of Soviet medium-range weapons in Europe would mean more Soviet SS-20 missiles in Asia and he gave this reassurance again in his speech Friday.

"Let me make one thing very plain," he said. "We must not and will not accept any agreement that transfers the threat of longer-range nuclear missiles from Europe to Asia."

The current flare-up in Lebanon was "due to Israel's continuing aggression," he said, adding that the two foreign ministers also held Washington responsible for "deliberately kindling the Lebanese conflict."

Muslim delegates said that agreement on the role of the armed forces was vital for future reconciliation with the Christian community.

"The army has been the instrument of the actual hegemony," a Muslim delegate said, "and this is a very important subject for us. We will scrutinize everything very closely and will propose many measures to make sure the army is kept out of the country's internal conflict."

Points on which the committee cannot reach consensus are to be left for debate at the plenary session of the conference.

The talks came after leaders of the Lebanese factions adjourned Friday to give President Amin Gemayel of Lebanon time to find new ways of ending the Israeli occupation of the country and restoring Lebanese sovereignty.

(Reuters, AP)

Tripoli Truce Is Threatened

(Continued from Page 1)

leaders in Tripoli had not asked him to leave.

However, Mr. Karami, a prominent Sunni Muslim politician from Tripoli and a leader of the Syrian-backed National Salvation Front, said in Damascus that Mr. Arafat "should be out of Tripoli at this crucial time so that he can work with his brothers on confronting the dangers threatening the revolution."

Mr. Karami also called on Palestinian fighters not to enter Tripoli, saying their natural place was "facing the Zionist enemy."

He has been in the Syrian capital to negotiate a cease-fire between the rival Palestinian factions.

Mr. Karami said he had been in contact with Mr. Arafat "and I detected nothing but positive reactions from him and an understanding of the seriousness of this stage."

Earlier, Mr. Arafat had said that, if his departure became necessary, he could return to PLO headquarters in Tunisia, where he moved after being forced to leave Beirut during the Israeli invasion of Lebanon last year or "to Italy if asked."

In Rome, Defense Minister Giovanni Spadolini said at a news conference that the Italian missile launcher Orca and the destroyer Intrepido had been ordered to stand by in Lebanese waters for a possible evacuation of Mr. Arafat.

But a PLO spokesman said the loyalists were unwilling to negotiate Mr. Arafat's departure "or anything else" before a cease-fire was in effect. "First the firing must stop," the spokesman said, "then we can talk."

The International Red Cross has warned that many civilians will be endangered if fighting breaks out in the streets of Tripoli.

(AP, Reuters)

WORLD BRIEFS

Microwaves Again Hit U.S. Embassy

MOSCOW (UPI) — The Soviet Union resumed low-level microwave bombardment of the U.S. Embassy this summer for the first time since 1978, Ambassador Arthur A. Harman said Thursday.

Mr. Harman said the microwave transmissions were detected in July but have not been registered by monitoring equipment since Oct. 19. He stressed that the levels found beamed at the roof of the embassy, where electronic communications gear is located, were many times lower than the toughest safety standards in the United States or the Soviet Union.

He said the source of the beams was the upper level of a nearby building. Asked the purpose of the bombardment, Mr. Harman replied: "I don't know. Either to interfere with communications or to have some effect on what's on the roof." Some sources speculated that the transmissions were designed to interfere with attempts by the embassy to intercept Soviet communications around Moscow.

Marcos Rejects Businessmen's Plea

MANILA (AP) — President Ferdinand E. Marcos of the Philippines angrily rejected Thursday a plea by local and foreign businessmen for political reform and accused them of tax evasion, hoarding and other illegal practices.

More than 500 Filipino, American, Japanese and European businessmen, in an audience at the presidential palace, confronted Mr. Marcos with a resolution adopted by many major Philippine chambers of commerce. The resolution called for clear legal provisions for a successor to Mr. Marcos, free elections, judicial reform, expanded civil rights, press freedom and an end to "pervasive militarization."

Mr. Marcos accused the businessmen of illegal business practices and said they failed to understand the nation's economic crisis and were stirring up trouble with weekly anti-government demonstrations in Manila's business district.

Egypt, Israel Agree to Continue Talks

CAIRO (AP) — An Egyptian envoy will visit Israel "sometime in the near future" to resume talks on improving relations, officials announced Thursday after David Kimche, director-general of the Israeli Foreign Ministry, met with Egypt's foreign minister, Kamal Hassan Ali, for two hours.

Mr. Kimche was the first top-ranking Israeli official to visit Egypt since Yitzhak Shamir became prime minister last month. "We have not reached any solutions for the problems that we discussed," but we agreed on a framework for the continuation of the dialogue," Mr. Kimche said. Among the issues are trade and tourism questions and territorial claims. Egypt in 1979 became the first Arab country to sign a peace treaty with Israel. But no high-level Egyptian delegations have visited Israel since the June 1982 Israeli invasion of Lebanon. Egypt withdrew its ambassador on Sept. 20, 1982, to protest the invasion.

Media Reform Called 'Irreversible'

PARIS (AP) — Amadou Mahtar M'bow of Senegal, director-general of UNESCO, said Thursday that a new world information and communication order was an "evolving and irreversible" process.

The new order, he told the plenary session of the 22d General Conference of the United Nations Educational, Scientific and Cultural Organization, could not be avoided because of the growth of new technologies and the desire of people everywhere to participate in the communications revolution.

Third World nations have complained that Western news organizations have a virtual monopoly on the gathering and distribution of information and that it is UNESCO's responsibility to correct the imbalance. Western governments and media assert that most of the complaints come from nations that restrict press freedom and other rights, and use the excuse of imbalance in communications facilities to justify control of the press.

Heineken's Kidnappers Send Message

AMSTERDAM (Reuters) — Heineken Breweries said Thursday it had received a message from the kidnappers of its chairman, Alfred Heineken, and was ready to pay a ransom for his freedom.

The message demanded that the Heineken firm give no further information to news organizations. The company and police had agreed to abide by this demand, a brewery spokesman said. He refused to say whether the note, passed on by police in The Hague, mentioned a ransom for the Mr. Heineken and his chauffeur, who were seized by three armed men Wednesday night.

The company stood by an earlier statement that it would pay for the freedom of the two men, the spokesman added. The message said the kidnappers would make contact with the company later. A number of false demands had been received, the spokesman added. Dutch newspapers have reported figures ranging from 3 million to 25 million guilders (\$1 million to \$3 million).

Argentina Explains View on Falklands

BUENOS AIRES (Reuters) — Argentina's new government will seek a peaceful solution of the Falklands dispute but will insist on discussion of sovereignty in talks with Britain, a senior official said Thursday.

Hugo Gobbi, who will direct Falklands policy at the Foreign Ministry when the new civilian government of President-elect Raul Alfonsín takes power Dec. 10, said Argentina would seek to achieve control of the south Atlantic islands "by all peaceful means."

Commenting on statements by Prime Minister Margaret Thatcher that she was not prepared to discuss the sovereignty issue, he said: "It seems to me that negotiations which do not mention the transfer of sovereignty would be meaningless. They would be really laughable."

For the Record

Iran ordered two French government offices in Tehran closed this week in apparent retaliation for France's delivery of five Super Etendard fighter-bombers to Iraq last year, a Foreign Ministry official said Thursday. (UPI)

In the Netherlands, growing strikes in the public sector against a government plan to cut wages 3 percent Thursday hit deeply into key services, halting railroads and local transport in many areas and threatening the country's postal payments system. (Reuters)

Soviet Envoy Is Said to Link Geneva Talks to Bonn Vote

(Continued from Page 1)
 long-range nuclear weapons said Thursday that he saw no prospects for an agreement with the United States at this point. Viktor P. Karlov said before the 24-hour meeting of U.S. and Soviet delegations at the strategic arms reduction talks that he does not know how long the Soviet Union would keep talking or if it would return to the negotiating table in January.

• In Brussels, the Belgian parliament on Wednesday rejected leftist resolutions aimed at stopping deployment of 48 cruise medium-range nuclear missiles in Belgium starting in 1985. After a two-day debate, parliament, in a victory for the center-right prime minister, Wilfried Martens, rejected by margins of between 20 and 30 votes a bill outlawing the stationing of the missiles on Belgian soil and a resolution calling for a delay in deployment.

• In Paris, a group of physicists announced Thursday that almost 15,000 physicists from 43 countries, including 35 Nobel laureates, had signed a petition appealing for a halt to the nuclear arms race, citing the danger of a holocaust that could kill 100 million people.

• In Geneva, the chief Soviet negotiator at the talks on limiting

ing center-right coalition holds a comfortable parliamentary majority.

• In Vienna, the Soviet Union also said Thursday it may consider pulling out of the decade-long Mutual and Balanced Force Reductions talks in the Austrian capital if the missiles are deployed. Andrei Stepanov, spokesman for Soviet delegation to the Vienna talks, said: "If the deployment of the U.S. nuclear missiles in Europe takes place, this will force the countries of the Warsaw Pact to review the situation, including that at the Vienna negotiations, and to make the corresponding decisions."

• In Rome on Thursday more than 10,000 people marched through the city chanting "Yankee Go Home" and other slogans protesting the planned deployment of U.S. missiles in Western Europe. (Reuters, AP, UPI)

Politics and

Reagan Is Said to Overhaul of T

WASHINGTON — President Ronald Reagan's administration is expected to overhaul the Federal Bureau of Investigation (FBI) and the Central Intelligence Agency (CIA) in the coming months, according to sources familiar with the plans.

The sources said that the administration is looking for ways to improve the efficiency and effectiveness of these agencies, particularly in the area of intelligence gathering and analysis.

It is understood that the overhaul will involve a reorganization of the agencies' internal structure and a review of their current operations.

The sources also mentioned that the administration is considering the possibility of creating new positions within the agencies to better handle the challenges of the modern world.

While the details of the overhaul are still being worked out, the sources said that the administration's goal is to ensure that these agencies are fully equipped to carry out their duties in the years ahead.

The overhaul is seen as a key part of President Reagan's broader efforts to strengthen the national security apparatus and to ensure that the United States is prepared for any eventuality.

As the overhaul progresses, it is expected that there will be significant changes in the way these agencies operate, reflecting the administration's commitment to reform and improvement.

The sources said that the overhaul is a top priority for the administration and that they expect to see the results of these efforts in the coming months.

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Herald Tribune

Published With The New York Times and The Washington Post

Surrender to 1984

With the surrender of Speaker O'Neill, President Reagan's triumph in Grenada seems complete. The evacuated students kissed U.S. soil and cheered at the White House. Grenadians express relief, even delight. Most Americans not only approve but feel positively invigorated; they are furious at a press that wanted to witness the action or question its premises. Although 1984 is at hand, hardly anyone dares confront the Orwellian arguments by which this grave action has been justified.

● To Save the Students. The testimony that U.S. medical students in Grenada felt endangered comes either from students most frightened by the invasion itself or from officials who need to justify it. Contrary testimony, from the school's management, has been revised under the tutelage of officials who now control the school's assets. No hard evidence has been produced.

But assume, like a delegation of congressmen did, that the students faced a "potential" risk of being harmed or taken hostage. Why would the Marxists who had just seized power from other Marxists want to threaten Americans? The only reason could be to protect themselves from a feared U.S. invasion. The pretext for the invasion, then, was a presumed danger posed by invasion.

Even so, grant the danger: assume diplomacy failed and a rescue was important. Could 1,000 troops not have brought the students out fast? Rescue did not require occupation.

● To Liberate Grenadians. Many Grenadians surely wanted liberation, and for a decade, from dictators of the right as well as left. If this invasion yields them a more legitimate regime, they will certainly benefit. But that raises a startling new standard of international conduct. No U.S. government ever declared a

policy of invasion to implant democracy in Grenada, or anywhere else. What other people now qualify for benign invasion?

● To Stop the Cubans. The fear that Cubans would help Marxists entrench themselves in Grenada and use the island for Cuban-Soviet purposes was the real reason. It was denied in part because the extent and purpose of Cuban involvement were not known in Washington. That the Cubans and the weapons finally counted in Grenada were a danger to the United States is far from proved. If they were, then the motive for invasion was a good hunch — and a quest for evidence to justify invasion.

Cuban aggression to promote "the export of terror" would indeed justify a vigorous response. A great power would have marshaled its diplomatic and economic might to contain the threat. It would look upon force as a desperate last resort. And it would prove its cause for military action instead of hiding behind transparent pretexts.

Without such a record of proof and warning, people around the world who do not automatically assume U.S. virtue are left to conclude that the United States is either a bully or a paranoiac — quick to attack where it can do so safely or when it feels compelled to demonstrate muscle.

That is why Speaker O'Neill's final judgment may be the most shamefully motivated of all. "Public opinion is what's behind things here," explained one congressman. "Years of frustration were vented by the Grenada invasion. So people feel their frustration relieved, and members of Congress sense that."

So the invasion is finally justified because Americans needed a win, needed to invade someone. Happy 1984.

— THE NEW YORK TIMES.

Targeting, U.S.-Style

Targeting, according to the Reagan administration and most of Congress, is what Japan does to promote its exports. The term indicates vigorous government support for certain products aimed at foreign competition. It is unfair, according to the U.S. trade negotiators, because the United States does not do it. Of course not.

The Japanese have sometimes observed that the large U.S. defense budget frequently helps pay for the technology that produces highly competitive American exports. U.S. negotiators stiffly reply that, as everyone knows, defense spending has nothing whatever to do with civilian industry.

But before deciding that targeting is an exclusively Japanese custom, look at the rising scale of the Pentagon's support for the development of advanced computers. There is nothing at all wrong with the Pentagon's putting money into computer science. Nor is there anything wrong with its comment that there are large implications for civilian industry, since the point is obvious. What is wrong — and, worse, foolish — is the U.S. habit of saying one thing to Congress to justify the appropriations and the opposite to the Japanese in the trade negotiations.

Last spring the Pentagon's Defense Advanced Research Projects Agency announced

that it was going to spend about \$50 million in this fiscal year, and nearly twice as much next year, on the development of more intelligent machines. Last week the agency published the report that sets out the full scale of this undertaking. It is to cost about \$600 million over its first five years, through 1988.

If the United States aggressively competes to develop these systems, the report observes, "it will gain access to enormous new commercial markets. Spin-offs from a successful Strategic Computing Program will surge into our industrial community." Let's hope so. But the Defense Department is proposing to put money into this project at roughly twice the rate at which the Japanese government and industry together apparently will fund the famous fifth-generation project there.

There is a strong case for devoting defense money to computer development. It is a useful aid, for that matter, traditional way to support science. But it could also be called targeting, since computers are among this country's largest exports. The important thing to note is that there is not much difference between the American practice and the Japanese — except that government support for the computer industry is now on a substantially larger scale in the United States than in Japan.

— THE WASHINGTON POST.

Other Opinion

Rights and Wrongs in Grenada

One thing rings true in President Reagan's justification of the Grenada invasion — his fear that the new radical regime there would make hostages of the thousands of Americans who lived on the tiny island.

The one thing that brought down Jimmy Carter's presidency was the Iran hostage situation. It exposed America, rightly or wrongly, as a helpless, pitiful giant. It made Mr. Carter look like a wimp. It was bound to have an effect on his successor, especially as it was probably the most important element in Mr. Reagan's electoral victory.

— The Newport (Rhode Island) Daily News.

Even before American troops took over the tiny eastern Caribbean island, there were grounds for questioning the president's repeated insistence that he wants a negotiated settlement with the leftist government of Nicaragua. In the wake of the Grenada invasion, the suspicion that Reagan wants nothing less than a military victory in Central America becomes a compelling assumption.

— The Sacramento (California) Bee.

All of the pious and self-serving denunciations of press censorship following the invasion of Grenada ignore one important fact: The Pentagon has a growing body of evidence that the media can't be trusted.

— The Detroit News.

Superpower Burdens of U.S.

Mr. Reagan has allowed the burdens of the superpower to lie too heavily on him. He appears to regard the entire non-Communist world as his protectorate. NATO, however, was not created to police the entire non-Communist world and the ambiguity about when the United States acts as the leader of NATO and when it acts strictly on its own and often ill-judged behalf has itself become a danger to the alliance. Thus the argument is strengthened for a more concerted European defense structure within NATO — a bilateral NATO in which one house may take issue with the other while holding in the same ambition in the maintenance of peace.

Europe would be stronger for a mite of self-reliance (especially now that Mitterrand is heading France back into the machine) and a self-reliant Europe would in turn strengthen and not weaken the alliance. It could happen — indeed this would be an imperative if the defense of its towns and cities has any meaning — a non-offensive defense strategy in the central front line and, for the worst case, all the way to the Western approaches. It could observe and deplore American trouble-shooting in the rest of the world — or observe and support, as it saw fit. But it would re-anchor NATO in its fundamental and indeed only purpose, the prevention of war in Europe.

— The Guardian (London).



U.S. Invasion Was Justified and the Danger Real

By Michael D. Barnes

WASHINGTON — When I first learned of the invasion of Grenada, it was not difficult to think of reasons to oppose it. I have been a consistent opponent of the Reagan administration's view that force is a normal way to conduct international relations and ought to be liberally threatened and employed in achieving U.S. interests.

The administration had long been spoiling for a fight, and Grenada was an easy target with no effective military force and a small population that could fit into a football stadium.

There was no consultation with Congress prior to launching the invasion. The president's reasons for the action were the standard pretexts for military intervention: protection of one's nationals; and a "request" from small, highly dependent "allies" whose autonomy was questionable.

A press blackout created the impression that something was going on in the island that the administration wanted to hide. And fear was rampant that the invasion, however successful it might be, presaged what would obviously be a foolhardy and very costly invasion of Nicaragua.

However, I did not oppose the invasion. My decision was to withhold judgment until I knew more of the facts. Just because the Reagan administration thinks the United States should always be willing to use force everywhere does not mean that force should never be used. I was out there that had I been in the president's shoes, I would not have done the same thing in this case.

On the day of the invasion, I said five questions had to be answered: First, to the extent that the invasion's purpose was to rescue U.S. citizens, were those actually citizens in danger?

Second, did the United States make any real effort to resolve the problem by means short of war, or was force used as a first resort?

Third, was this action an initiative of the Organization of Eastern Caribbean States, or was the plan hatched in Washington and a multinational force sought later?

Fourth, was consideration given to the cost of the operation, or was this an exercise in machismo that might cost more lives than it saved?

And finally, had the administration thought

about whether it would be possible to institute democratic government in Grenada, or was the United States in danger of having to install and maintain a government itself?

The invitation of Speaker Thomas P. O'Neill to participate in a congressional fact-finding mission to Grenada gave me an opportunity to seek answers to my questions. I have concluded that the president was justified in his action.

I am now convinced that the U.S. citizens of Grenada were in serious physical danger or certainly had every reason to believe that they were in danger. Every U.S. citizen or delegation met in Grenada confirmed this. Our Foreign Service personnel who were on the island believed our citizens to be in danger, and feared that a hostage situation could develop. None of these officers knew about the invasion in advance, but every one told us that, when they found out about the invasion, their immediate thought was that it was an appropriate response to a very dangerous situation.

The question of whether force was used as a first or last resort is more complicated. I believe that the United States had made a basic mistake since 1979 in refusing to try to deal with the Bishop government. That was the period during which the United States should have tried to move Mr. Bishop away from Cuba and toward democratic government, as others in the region were trying to do.

Instead, a unilateral policy of trying to isolate Bishop was adopted, which only had the effect of forcing Bishop to expand, U.S. options. But once the coup occurred and a state of terror began on the island, it is at least the strong testimony of the four Eastern Caribbean prime ministers with whom we met in Barbados that there were no longer any alternatives to force.

This view is supported by U.S. Foreign Service personnel who were on the island trying to negotiate with General Hudson Austin for the evacuation of the Americans. They reported to us that by the Sunday evening preceding the invasion, they had concluded that General Austin was not negotiating in good faith.

My third question, I have concluded, is academic. I believe that the Organization of Eastern Caribbean States' request was genuine, although I also believe that the United States was prepared to act even before it received a formal invitation from the OECS. Certainly the OECS nations felt they were threatened by the circumstances in Grenada.

Fourth, as to the costs: this was a very risky operation, and we were extremely lucky that our civilians took no casualties in the operation. It could easily have turned into a disaster. However, having heard the accounts of the State Department officials who were there during the days before the invasion, I have concluded that the costs to our citizens of not going in had the potential to be very high.

There were lives lost, and no human life is insignificant. Particularly regrettable was the bombing of the mental hospital, which I am convinced was a genuine accident.

But both Grenadians and OECS officials went out of their way to praise our troops for their real and largely successful efforts to avoid civilian casualties, often at risk to their own lives. It was a very close call, but it was reasonable, weighing the factors the president had to weigh, to reach the decision that he made.

Finally, history's judgment on this action will depend on our success in withdrawing early and leaving a stable, democratic government behind. Mr. Bishop said in an interview shortly before being deposed, "The Americans may find that it is easy to land in Grenada but not so easy to leave." There is a danger that the words will be prophetic, because no one in Grenada or its neighboring states is anxious for the United States to leave. The worst thing we could do would be to look at the intervention as a *maelstrom* — to say, "We're on a roll; let's do it somewhere else." The intervention may represent a military triumph, but it represents even more a failure of diplomacy.

The writer, a Democratic representative from Maryland and chairman of the House subcommittee on Western Hemisphere Affairs, contributed this article to The Washington Post.

Sharon's Solution for the Middle East

By William Safire

NEW YORK — What has become of Ariel Sharon? That is the question asked by U.S. diplomats who have come to wish for a return of his hawkishness to Israel.

The controversial Israeli general was forced to give up his job as defense minister (but not his position in the cabinet) after the failure of Israeli forces to anticipate the PLO's surprise attack on Palestinian camps. He was in New York City Wednesday, and since I was one of the few journalists who had called for his resignation without comparing him in Genghis Khan, he invited me to breakfast. Now that Yasser Arafat is making a last stand against Syrian-backed forces of the Palestine Liberation Organization, how does Ariel Sharon feel about his old enemy?

The Bible says, "When your enemy falls, do not rejoice." cautions Mr. Sharon, "but not in this case. I don't know any man since the Nazis who has more blood on his hands than the 'moderate' Arafat. His elimination should be regarded as one of the major achievements of the free world, and it would be a mistake to try to save or revive him."

But the force attacking Mr. Arafat is sponsored by the Syrians and Russians — doesn't the enemy of our enemy become our friend?

Mr. Sharon thinks not. He is persuaded that his campaign last year broke up the PLO by expelling it from its enclave in Beirut, which Syria could not attack; the takeover of the PLO by Syria today can be useful. "Now there is an address," Mr. Sharon is now saying. "No longer is terrorism waged by men with nothing to lose; now a government with much to lose can be held responsible for terrorist attacks."

If that is true, why has Israel not responded to the car-bombing attack on its forces by retaliating against Syria? "If you ask 'Is what we have done so far enough?' my answer is no. In the cabinet, I have demanded more. But the place to hit the Syrians is in Lebanon." He said that it took him nine months to get the cabinet to strike at the Iraqi nuclear bomb factory in Baghdad.

U.S. diplomats direct much of their ire at the killing of our marines at Lebanon, only partly controlled by Syria, and have begun to tilt toward Iraq in its war against Iran. "A mistake," says Mr. Sharon. "You're blaming the Iranians because you still think you can get Syria on your side, even after the humiliations of your diplomats. You can't."

What, then, does he want the United States to do — send in more marines to Lebanon? He shakes his



Ariel Sharon

into place threatening your positions — destroy them."

Has Israel been too enervated by losses and by last year's media barrage to add its muscle to such a plan? "The image of Israel as a weak nation when we have to act. Do not underestimate Israel's willpower."

The question is: For whom does Ariel Sharon speak? His policy looks far better today than it did a year ago, but he is in political limbo.

Is Mr. Sharon merely a loose cannon? The military metaphor applies to him: "Sometimes the ship, and not the cannon, can be what is loose."

The New York Times.

FROM OUR NOV. 11 PAGES, 75 AND 50 YEARS AGO

1908: Novel Torpedo Craft

PARIS — M.W.H. Fauber, of Nanterre, who has devoted much time and attention in the development of the hydroplane, or gliding boat, has just completed the designs of a remarkably rapid type of torpedo craft to be built on this principle. Mr. Fauber said: "The torpedo-glider or hydroplane which I have designed after carrying out lengthy experiments with an ordinary boat built on the hydroplane system, will have a speed of forty knots an hour. It can be used as a scout as well as an actual offensive or defensive unit. The craft will be perfectly silent. In a night attack especially, defence would be more difficult against a fleet of these small, swift torpedo boats, which could attack from all directions."

1933: U.S. Stems Dollar Drop

WASHINGTON — The administration today was satisfied with the progress of its policy in raise commodity prices through cheapening the dollar, but uneasy at the sagging price of bonds, with a resultant tendency to apply the brakes on the overrapid drop of the dollar abroad, due to fixing the domestic gold price above that of world markets. Today's gold operations by the Reconstruction Finance Corp. saw the dollar drop in terms of francs, while it remained steady against the pound. One reason for slowing the depreciation of the dollar is the fear that it will bring abandonment of the tariff truce and cause countries whose currencies are higher than the dollar to invoke a tariff on cheaper American goods.

U.S. Deficits and Constitutional Change

By Richard D. Lamm and Scott M. Matheson

DENVER — For the first time since 1787, delegates of all the states may join in a convention to amend the U.S. Constitution. The impetus for this constitutional earthquake, whose size and scope judicial scholars are debating, is the failure of the president and the Congress to take meaningful steps to reduce the federal deficit. Only the votes of two more legislatures may be necessary to set off this seismic shock.

All our political lives, both of us have opposed a constitutional amendment to require a balanced federal budget. "Irresponsible, unnecessary and unworkable," we have asserted. But we well understand the public's growing frustration and the implication that the federal deficit threatens our children's fiscal future. We recognize that America is heading into a presidential election year, but if aggressive steps are not taken, we are afraid that we, too, will have to look at the extreme remedy of a constitutional amendment.

The federal deficit is so big that no single measure will solve the problem. The United States must look at both sides of the ledger and find the political courage not only to increase

taxes but also to cut spending. With military expenditures and entitlement programs consuming 60 percent of the budget, it is essential that they be critically scrutinized — however strong their constituencies.

Governors have assigned a top priority to bringing the U.S. budget into balance. They have urged reductions in domestic and military spending and increases in revenues. With Old Testament certainty, the governors have warned that adding the projected \$1.3 trillion in deficits over the next six years clearly would choke off national recovery and bring on an economic trauma of enormous dimensions. These views have been conveyed to the president and to congressional leaders of both parties — to no avail. The projected deficit has not shrunk; it has grown.

The United States cannot take a projected \$20 billion a month out of its savings to finance a runaway deficit and expect anything but sharply increasing interest rates. It will soon

take more than two-thirds of all private savings to fund the deficit. President Reagan has set an economic course in which his debts will equal that of all previous presidents put together. Federal deficits as a percent of gross national product will grow from 2 percent in more than 6 percent. Economists of both parties warn of disaster. Alan Greenspan urges a "national economic summit" to deal with the deficit. But Congress and the president have not yielded.

Is the blunt instrument of a constitutional convention the only way to divert Congress and the President from running this country into economic ruin? A convention may soon provide the answer. Even though our entire histories weigh against it, we both may find ourselves forced to support the amendment if the current fiscal course continues. We desperately hope we can avoid that decision.

Richard D. Lamm, Democrat, is governor of Colorado, and Scott M. Matheson, Democrat, is governor of Utah. They contributed this comment to The New York Times.

LETTERS TO THE EDITOR

Wrong Date at the Pole

I regret a mistake in my article, "Which Arctic Explorer Really Reached the North Pole First?" in Thursday's (Nov. 10) issue. The date when P.A. Gerdienko found himself at the North Pole was April 27, 1948, not 1951. For some reason the Russians have never celebrated this feat.

Aside from a notice that Terence Armstrong, director of the Scott Polar Research Institute, has inserted in a scholarly journal, this may be the first public notice given this achievement.

JOHN G. MORRIS.

Paris.

Unsexing the Bible

Regarding "Unsexing the Bible" (IBT, Oct. 21):

The Creation did not end with Michelangelo. I agree that doctoring the Bible to erase all references to Lord, King and He is unsatisfactory, presuming that these and other masculine terms are accurate translations of the original texts (which may be doctored versions of earlier ones). However, you do not address the fundamental problem that has given rise to such efforts as those of this committee — the old image of God is not

currently producing masterpieces and has not for some time, because it is inadequate to our needs for a unifying vision. We can no longer pretend that the image of Man is the image of God. Each of us now must find universality in the particularity of our own condition. What then can serve as a God to us all? We do need images, and these images are born of social realities. We also need language, which is full of past prejudice as well as the richness of history. I hope that the future vision of society and heaven will not be composed in committee meetings, but I also hope it will not be determined by the whims of the past, no matter how great. Creation must always be surprising and new, even to its creator.

MARY GALBRAITH.

Bellevue.

Letters intended for publication should be addressed to the editor and contain the writer's name and address. Brief letters receive priority, and letters may be abridged. We cannot acknowledge all letters, but we value the views of the readers who submit them.

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Tight Security Measures, Ban on Public Meetings Are Imposed in Grenada

ally not to inform another of its actions for nearly two weeks, Mr. Kohl responded, "That's a good question." He added later that had

He has been consulted he would have had "a lot of suggestions about how to do it differently."

Mr. Kohl's reaction to the Grenada invasion has also exacerbated differences between two leaders in his coalition government.

Franz Josef Strauss, leader of Bavaria's Christian Social Union, criticized the government's failure to support the United States and sent his own emissary, a secretary of state in the Interior Ministry, to Grenada on a fact-finding mission.

This provoked Foreign Minister Hans-Dietrich Genscher, who helped formulate the initial West German response, to accuse him of meddling in foreign affairs.

[illegible]

(Continued on Page 6)

هكذا عن الرصد

Herald INTERNATIONAL Tribune

RIYADH

A SPECIAL REPORT ON THE SAUDI ARABIAN CAPITAL

FRIDAY, NOVEMBER 11, 1983

Page 7

A Focus Of New National Prestige

RIYADH — Modern Riyadh is as astonishing as Brasilia was when it was constructed in a wilderness plain deep in Brazil's interior. Like Brasilia, Riyadh is intended by the nation's leadership to symbolize the country's new and future prestige.

However, unlike Brasilia — whose growth has stabilized since it has become firmly established as Brazil's new capital — Riyadh is growing at a hectic pace and is not a city built from the ground up. It has been the royal Saudi capital for 50 years.

Alongside Riyadh's boom-town atmosphere and the vast scale of its bid to become a major Middle Eastern metropolis, a distinct feature of Riyadh is its planners' attempt to graft a modern city onto the old, austere ways of a traditional desert and Islamic capital.

The city's hectic expansion has been driven by the sudden but planned influx of people, both Saudi Arabians and foreigners, into the capital of the oil-rich kingdom.

Symptomatic of the Saudi effort to carry traditional Riyadh into the future is the latest decision by the Planning Committee to undertake a massive renovation of the old city center — a cluster of the Friday mosque, the al-Musmak fortress, the governor's office, the main souks and traditional housing — to make it viable for the coming century.

For years, fearing the disruptive impact of Western ways, Saudi leaders seemed content to leave most foreigners in the kingdom's coastal cities — Jeddah, the Red Sea trading port, and Dhahran, the oil capital in the Eastern Province. Riyadh remained little changed socially from a walled adobe village and conservative citadel.

The need for Western technology (Continued on Page 10)



Metamorphosis of a capital: Left, a jet flies over a modern quarter of Riyadh; right, the old citadel and adobe bricks.

Forbidden City Becoming a World Center

By Joseph Fitchett

RIYADH — A forbidden city for centuries, today an international capital, Riyadh has undergone a metamorphosis in the 50 years since Saudi Arabia was proclaimed a kingdom with this its capital. The transformation is one of the most significant, yet subtler stories of change in modern, oil-rich Saudi Arabia.

Jeddah has modernized faster. Jubail spawns more eye-popping statistics. There is more universal human drama in scores of villages where people lived with water-wheels, sunlight and camels for power until the 1960s — and whose sons pilot jets and manage corporations.

Riyadh's transformation is a more complex story. Symbolized by the opening of King Khaled International Airport, an outstanding architectural monument and the first airport in the capital open to foreign airlines, the emerging mood reflects a readiness for contact with the world community. King Fahd ibn Abdul Aziz is to dedicate the airport Nov. 16.

Rare among non-Western capitals in having never been occupied by a colonial power, Riyadh profited from its isolation to remain an inward-looking city, anxious to preserve its established ways, leery of the frenetic changes occurring beyond the desert it ruled and conscious that foreigners had brought nothing but trouble to a nation confident of living with a just system.

Today, Saudi Arabia has decided to make Riyadh the gateway as well as the capital, for business such as (Continued on Page 12)

Isolation, Extremes of Desert Life Forge Values of a Conservative Capital

By Laraine Carter

WASHINGTON — No other city in Saudi Arabia has greater symbolic significance than Riyadh, the kingdom's modern capital and the traditional capital of the Nejd, heartland of Arabia.

The Nejd region, the center of Arabia, once was the most remote and inhospitable peninsula on the globe. Nejdis have an elitist charisma. They can claim to be heirs to the purest Arab blood, and, historically, few except the bedouins of north Arabia had the hardness and tenacity to attempt to penetrate the Nejd.

A recent controversy in the Saudi Arabian press pitted the views of "Arab purists" in Riyadh against the more tolerant, cosmopolitan opinions

of Jeddah-based contributors who stressed the importance of Islamic solidarity. Whereas the Hejaz, Arabia's Red Sea coast, has been historically exposed to the world's Moslems arriving on pilgrimages, the fierce zeal of the Nejd has often taken the form of disdaining the Hejaz — and even Islam's holy cities of Mecca and Medina — for practices that the desert zealots considered deviations from the faith, accompanied by foreign influences historically absent from the Nejd.

Nejd means highland. Riyadh is on a sedimentary plateau, the Tuwaiq escarpment, about 500 meters (1,645 feet) above sea level — surrounded by desert but situated in the well-watered confluence of two river beds, the Wadi Hanifa and the

smaller Wadi Batha, a region known in pre-Islamic times as Yamamah. Although Riyadh itself is one of the few fertile localities in the kingdom, the surrounding Nejd desert makes the climate of the city dry. The temperature range is more extreme than anywhere else in the country.

Isolated in the Nejd, Riyadh — amid the rumble of physical change — remains the most conservative of all Moslem cities, a holdover of the austere values that forged modern Saudi Arabia.

The date of birth of what eventually became the monarchy under the house of Saud is 1744, when a chieftain of the Saud family swore a solemn pact with the religious reformer Mohammed ibn Abdul Wahhab to begin the conquest of Arabia under the

banner of the movement *al-din wa al-haqq*, the call to the doctrine of the oneness of God.

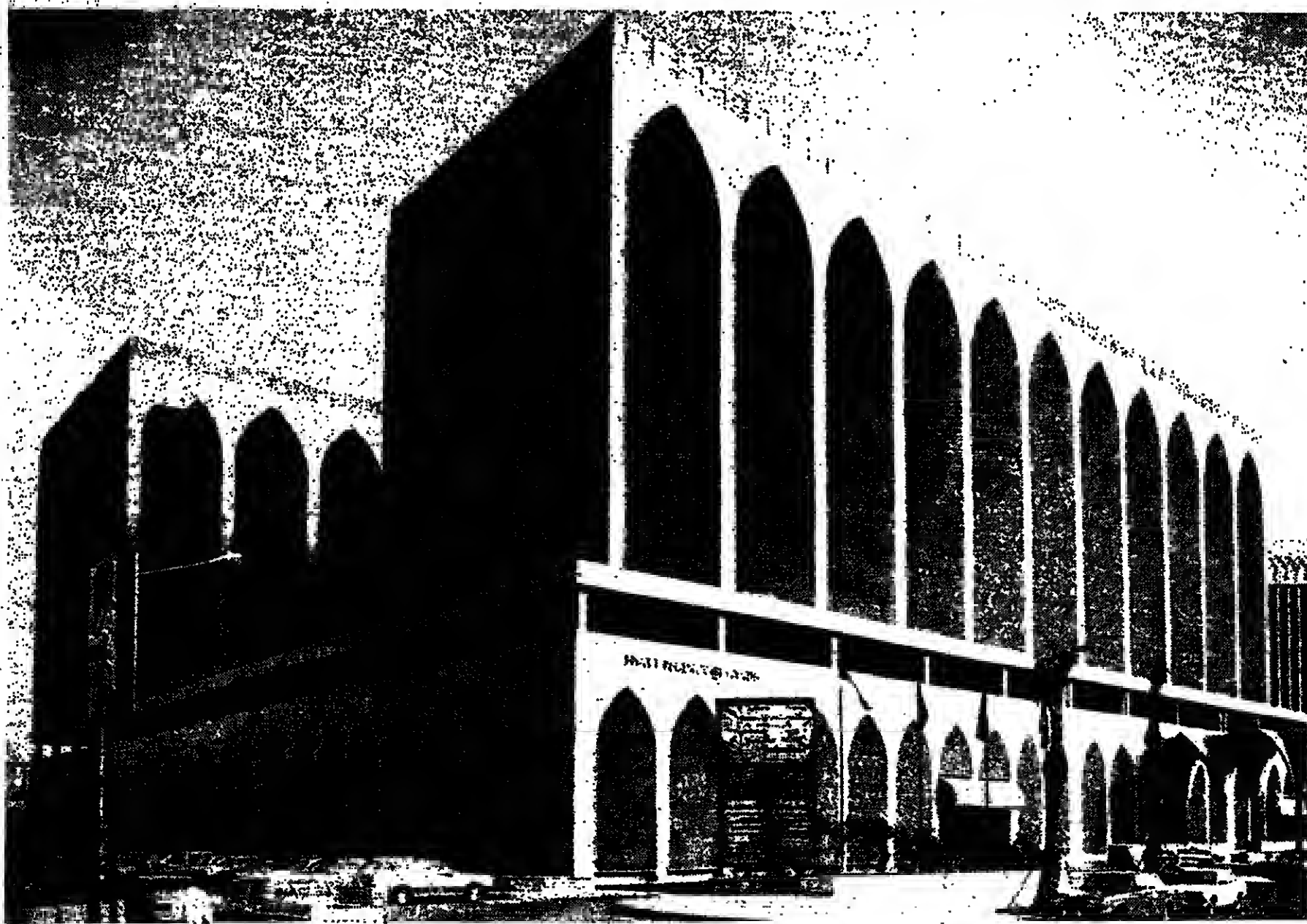
The Saud-Wahhabi coalition, an Arab version of England's Puritan Revolution under Oliver Cromwell, would prove enduring and powerful. This early Saud-Wahhabi compact, which included taking the oath the Prophet Mohammed had first used when he established his rule in Medina, fused secular power and religious integrity as the basis for rule in Arabia — a fervor still felt strongly in Riyadh.

The reformer, Abdul Wahhab, was particularly indignant about two practices, *shirk* and *bid'a*, which he felt departed from Islamic orthodoxy. *Shirk* is the attribution of divine qualities to any-

one but God — praying to saints, a common practice in Arabia then, was an example of *shirk*. In the reformer's view, *shirk* was often related to *bida*, innovations or practices not sanctioned by the Prophet or his followers in the first three centuries of Islam.

This very literal interpretation of Islam underpins the authority of the Saud dynasty, and the concept of *bida* has, therefore, provided a continuing challenge to the modernization process. Anything not specifically mentioned in early Islamic writings is immediately suspect, and rulers attempting to introduce change have had to seek the approbation of the *ulema*, the religious leaders,

(Continued on Page 13)



HYATT REGENCY RIYADH

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RIYADH

\$3.5-Billion King Khaled Airport Combines Space-Age Technology, Saudi Luxury

RIYADH — Passengers arriving at Riyadh's new \$3.5-billion airport will have the impression of entering the kingdom through a modern man-made oasis where nothing existed five years ago.

From the outside, in the desolation of the surrounding desert, the airport resembles a space station, its interlocked triangular panels, mosque dome and control tower forming a futuristic community in the harsh environment.

For deplaning passengers, the effect is closer to a luxury hotel. Crossing jetway bridges into the terminals, passengers will pass through green trees planted in broad marble stairs leading to the immigration area. Sunlight will flood the atrium, with its fountains, from high windows between 72 overlapping triangular tiers that form the roof. The aesthetic effect is meant to project Saudi Arabia's idea of its national prestige and regal style.

Although there is virtually no natural vegetation between the airport and the capital 35 kilometers (21.7 miles) away, the airport has imported a quarter of a million plants and shrubs to create the effect. Intended to be the ceremonial gateway to the kingdom, the airport will be formally dedicated this week as King Khaled International Airport (KKIA) in memory of the late Saudi Arabian king who decreed its construction in 1978. It surpasses even prize-winning Jeddah airport — opened two years ago as King Abdul Aziz International Airport and capable of accommodating 2 million Muslim pilgrims — in demonstrating the grand scale of Saudi Arabia's projects.

KKIA will make Riyadh dramatically more accessible to foreigners. Foreign airlines, for the first time, will be allowed to fly into the capital, previously reserved for Saudia, the national carrier.

The director general of the new airport, Saad M. Tassan, said: "We expect to have eventually 10 international carriers."

Foreign airlines will start operating sooner than most people expected. Within days of the airport's opening, Yemenia (North Yemen's carrier), Gulf Air, Kuwait Airways and Swissair — which will become the first Western airline granted traffic rights to Riyadh — will start regular services to Riyadh, sources said. Air France intends to begin landing there by January.

The airport contains four triangular-shaped passenger terminals, two for international flights and two for domestic traffic. They are equipped with jetways capable of accommodating any commercial passenger liner and linked by short air-conditioned halls for transfer passengers to change planes quickly.

The four terminals (two of which will not be opened until next year) and the two 14,200-foot runways are only part of the project. There is a royal pavilion in the form of a small palace, a mosque for 5,000 worshippers inside and another 5,000 outside, a control tower that is among the world's tallest for good visibility and a mechanized air-cargo terminal doubling the kingdom's present capacity.

The royal pavilion functions as a VIP terminal as well as a small palace for the king.

Set apart beneath a triangular roof similar to those of the other terminals, it has a main floor providing an array of facilities for state occasions. There is a voluminous reception hall illuminated by a circular brass chandelier reflected in brass-trimmed marble walls, lounges, sets of office suites, discreet guard rooms, an auditorium for 100 people equipped for simultaneous interpretation, two guest suites and the king's bedroom suite.

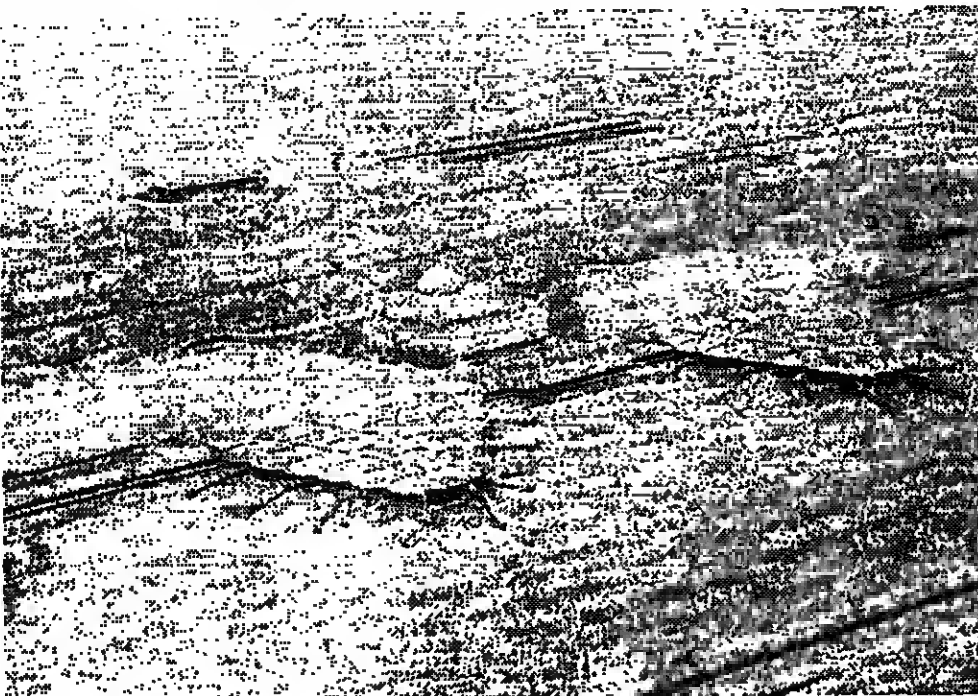
Pink marble is the main material throughout, even in some walls and bathtubs. Other walls are finished in brass, leather or fine wood. The lawn outside the bedrooms is planted with special Bermuda grass that is supposed to minimize hay fever or other allergies. A special kitchen caters the food.

On a lower floor, streamlined facilities provide easy boarding for princes, officials and foreign dignitaries, who can emerge on the apron used by the head of state, out of public view.

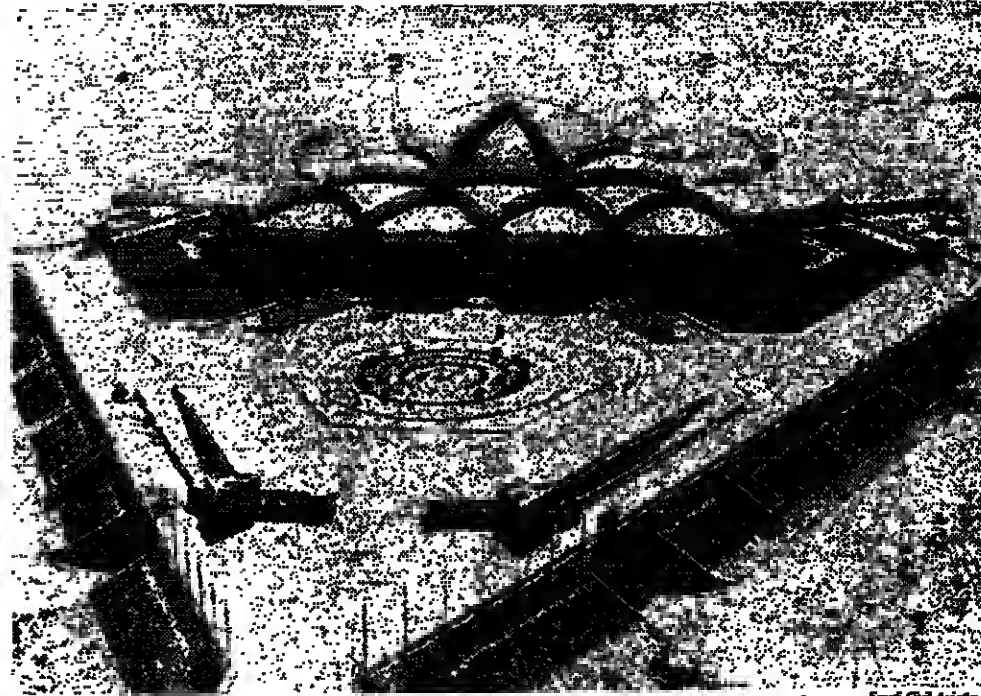
The complex is linked to the main terminals by a broad drive, lined with the date palm trees that are the symbol of the house of Saud. This avenue ends in the mosque, which is intended to serve both on official occasions and for daily prayer by the public.

The 40-meter-high mosque is set atop 40 steps 60 meters long and pointing to Mecca. The dome, 33 meters across, is outwardly plain, inward sound-absorbent; it seems at night to float on a ring of light, the effect of a small ring of windows separating it from hexagonal walls.

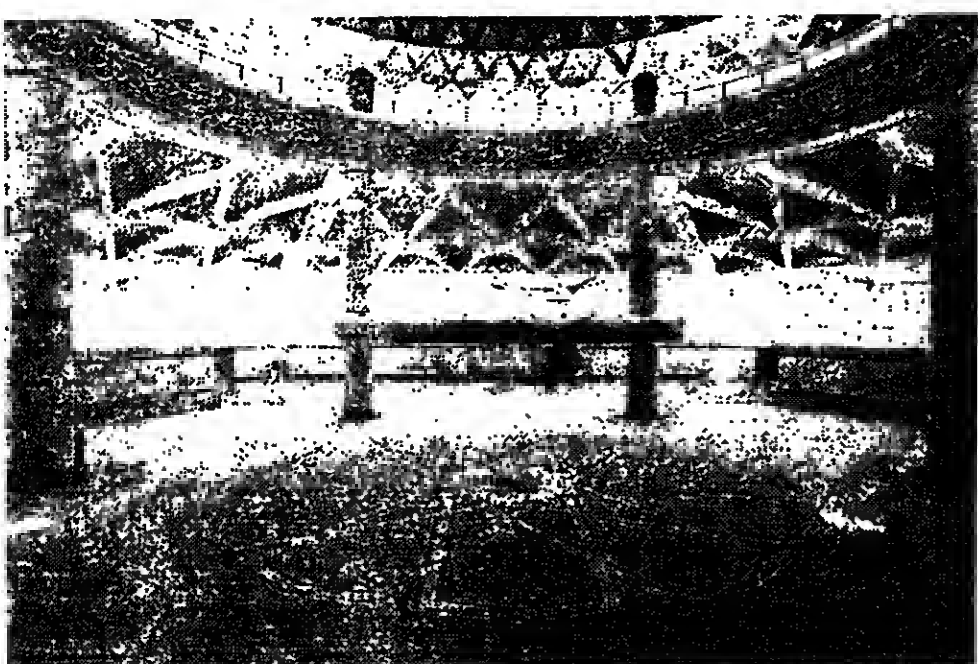
Inside, a circular brass chandelier can be adjusted in intensity for the amount of daylight filtering through stained glass windows. The finish



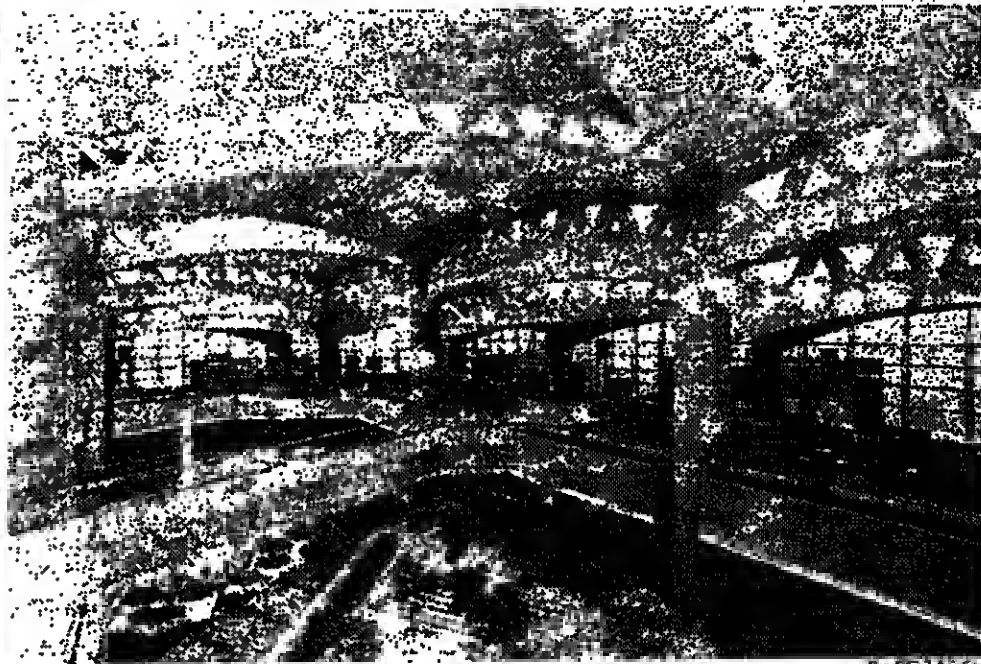
Aerial view of the passenger terminal complex.



The Royal Pavilion for heads of state, visitors of rank.



The airport's mosque: Showplace of Islamic art forms.



Two levels of fountains and plants inside passenger terminal.

includes thousands of inscribed mosaics, carved wood doors and panels, paper-thin translucent minerals creating abstract patterns and a vast carpet.

The airport can be expanded in a second phase to add more runways and facilities that eventually may double the cost of the undertaking, industry sources said. The full site covers 343 square kilometers (94 square miles), making it the world's biggest airport.

With Bechtel as the chief Western consultant, the major Saudi decision-maker at KKIA was the Ministry of Defense and Aviation, headed

by Prince Sultan bin Abdul Aziz. Within the ministry, Major General Said Y. Amin is overseeing the merger of the Presidency of Civil Aviation (the regulatory agency) and International Airports Projects, which is responsible for building major airports. Construction of the third and final new airport, near Dhahran, will start after KKIA opens. Saudi Arabian Bechtel was awarded the management contract last month, and the first tender offer will be advertised within 10 days, sources said.

KKIA will not be an air force base, Saudi officials said. Other civil international airports, including the new Jeddah airport and the old airports in Riyadh and Dhahran, are also military fields.

But, according to Mr. Tassan, "KKIA will have some military facilities, but it is not a base, only a facility, and it is a civilian airport." A small air force terminal is planned at KKIA, but Mr. Tassan said it is intended for a nonmilitary purpose that he did not want to specify.

The Royal Saudi Air Force base in Riyadh, he said, will remain at the present Riyadh airport, on the capital's outskirts, near the defense ministry. The Riyadh airport handles Saudi interceptors and also some AWACS surveillance planes sold to Saudi Arabia two years ago by the United States. U.S. personnel working on the AWACS plane operations are billeted in a nearby Riyadh hotel.

The old Riyadh airport, which will switch over from one day to the next Dec. 5, is behind the planning of KKIA. Enlarged three times from a quonset hut in the 1960s, it is spartan. Kept spotless by Asian workers, it has often frustrated passengers because of the confusing check-in system that is frequently overwhelmed by the throng of passengers trying to catch flights to Asia or to Europe, all through the same row of counters.

The old airport also has been engulfed by Riyadh's northern growth, resulting in traffic snarls and other environmental problems as more buildings rise around the airport.

The opening of KKIA is expected to expand dramatically the volume of passengers and tonnage of freight moving by air in and out of Riyadh. Riyadh handled 5.4 million passengers last year, ranking 47th in the world (Jeddah is ranked 37th), according to Airport Forum magazine. In the number of international passengers, Riyadh probably was also outranked by Dhahran.

KKIA expects to handle 7.5 million passengers next year, 60 percent of them domestic, according to Mr. Tassan. As foreign carriers' operations in Riyadh grow, Mr. Tassan expects the balance to shift in favor of international passengers, eventually making Riyadh the second gateway to the kingdom, behind Jeddah.

In the initial stage, KKIA will remain a medium-size world airport, for example, behind Zurich and ahead of Singapore. But, ultimately, KKIA is expected to be able to move into the top 20 airports, handling up to 18 million passengers a year by the end of the century. By then, Riyadh will probably have doubled in population to 2 million people.

"Next year we expect traffic peaks of 25 aircraft an hour, but we can handle 70 movements an hour, so we are geared up for the year 2000," according to Mohammed A. Badrudin, a U.S.-trained Saudi engineer, who is KKIA deputy director general.

Similar expansion is expected in air freight. At present, all three major Saudi airports handle about 60,000 tons annually, Mr. Tassan said.

KKIA will accommodate 140,000 tons smoothly in its highly mechanized air-cargo terminal.

The air-cargo terminal typifies the high level of technology prevailing throughout the airport. Hangar doors can be adjusted to fit around the nose of any cargo-liner, moving up and down as the plane rises as it is unloaded or sinks as it takes on cargo, so dust and heat are kept out of the cargo terminal, where fragile shipments may be kept.

The pilot uses an electronic diagram on the outside wall of the hangar that shows him exactly how to position his plane. This so-called "safe port" system, as well as the system of pallets, rollers, conveyor belts, forklifts and storage inside, all match the best facilities in existence anywhere, for example, Federal Express terminals in Tennessee or cargo terminals in Seoul and London.

Similarly, passenger facilities have been designed to provide comfort. "We expect a passenger to be from sidewalk to plane seat or vice versa in 10 minutes," Mr. Tassan said.

"Safety, efficiency, security — these are the goals of any airport, and this one is no exception," Mr. Badrudin said. Security is provided by hermetic fencing around sensitive installations and discreet command posts inside the airport that sweep the area with TV monitors.

Of course, the functioning of the airport will depend heavily on personnel. Physically, the airport has been planned to minimize maintenance; parts are similar throughout for easy replacement, and computerization has been advanced to the limits of the art.

In contrast, custodial work will be heavy. For example, vast expanses of windows will need to be cleaned and other aspects of the airport will require constant labor. This is to be accomplished by a combination of sophisticated cleaning tools and abundant Asian labor.

Training for operating personnel has advanced side by side with construction. After a series of full-fledged trials with Saudi planes and volunteer "passengers," KKIA plans to replace the old airport on the first Sunday in December.

The real tests will come with time as KKIA, like other big Saudi airports, turns into a small city.

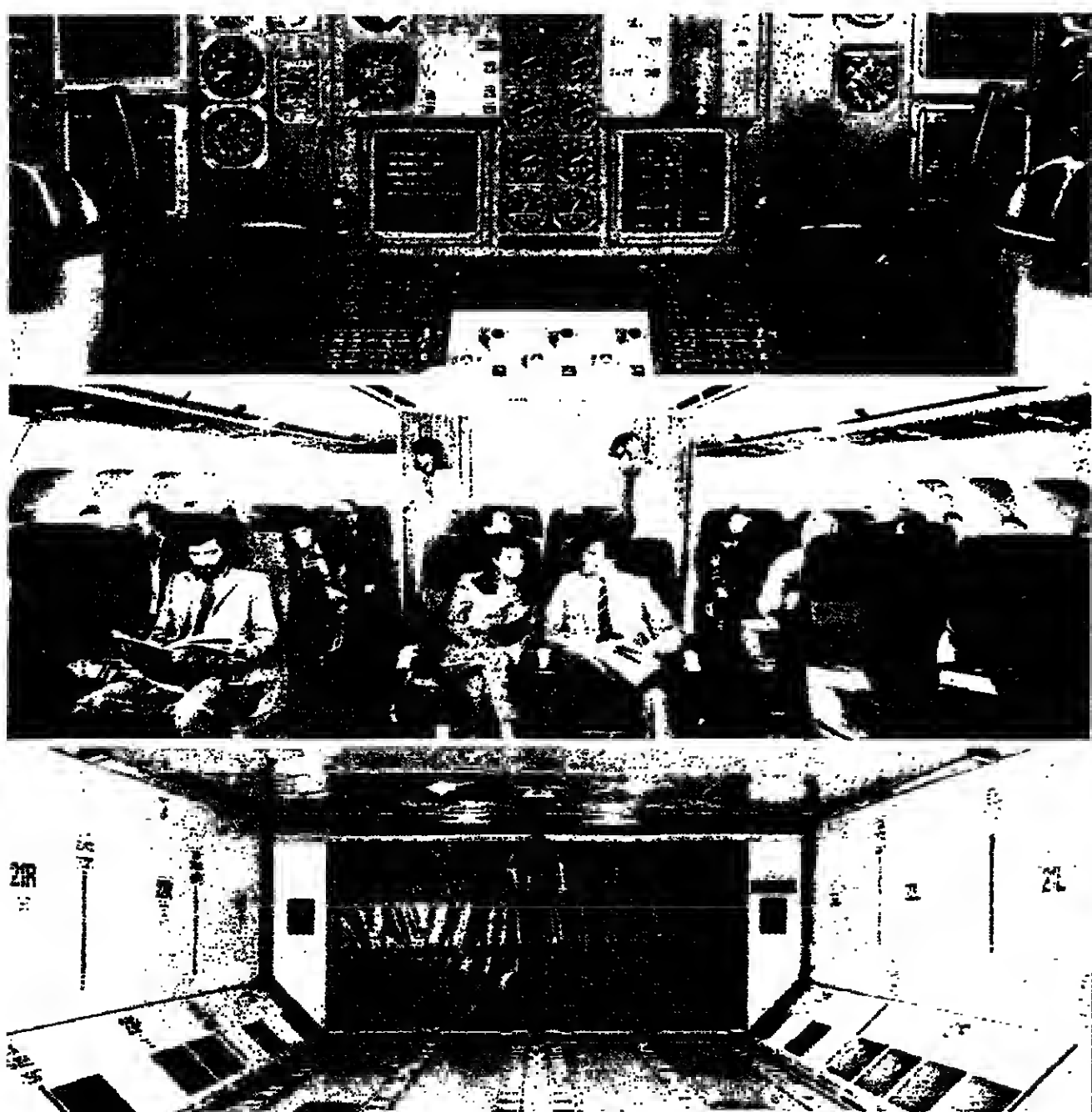
The site, chosen far out of town to prevent urban encroachment, should allow the administrators to control carefully the growth of private businesses planned in and around the airport site.

But already the lush greenery — kept in trim and in season by the 40-man nursery at the airport and watered by the airport's own recycling plant — has started to attract families for weekend picnics as the most beguiling spot for miles around.

The landscaping — small plants on a human scale inside the terminal, shrubs lining the roads for viewing from a car, bigger trees and flower beds around the airport to be seen by passengers as they approach Riyadh across the desert — is bound to attract admiring local residents.

But the Saudi sense of propriety is distressed by too many loiterers. In Jeddah, officials are discreetly spreading chicken-wire in the gardens to prevent abusive picnicking. "The airport is going to be an education, both for those who run it and those who use it," a Saudi official said.

— JOSEPH FITCHETT

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Now look at the competition—
if you really think there is any.

**Arab Themes Expressed in Airport Architecture**

By Robert Azzi

ST. LOUIS, Missouri — Gyo Obata, the chief architect of Riyadh's King Khaled International Airport, uses his hands to describe the design of the project he calls perhaps the most important work he has ever done.

One hand overlapping another to mold the form, Mr. Obata, 60, explained to a visitor the way the triangles that make up the passenger terminal overlap, and what they represent.

"What I found in Islamic architecture," he said, "is a tremendous use of geometry, and that's how the whole development of the airport grew — out of the triangle and using the triangle to keep building up the forms."

There is obvious delight and satisfaction in the solution that he has found, and a listener understands that the system will not be repeated in another building. The solution is closed.

"I don't think there will ever be another airport built like that ever, just because of the circumstances," he said.

Mr. Obata is the chairman of the board and chief designer of the U.S. firm Hellmuth, Obata and Kassabaum of St. Louis. The firm, known as HOK, was asked by another U.S.-based company, Bechtel, to undertake the architectural work for the new Riyadh airport,

including the passenger terminals, control tower, mosque and royal pavilion. Saudi Arabia had asked Bechtel to design and engineer the overall project.

HOK had designed the airports for St. Louis and Dallas-Fort Worth and produced a design for a Singapore airport that was never built. HOK also had been commissioned to design the new King Saud University complex in Riyadh. For the Saudis there must have been added cachet in hiring a firm that designed so many of the attractions that visitors to the United States admire. HOK has designed the Galleria shopping mall in Houston, the National Air and Space Museum on the Mall in Washington, D.C. and the Bloomington department store in Philadelphia and the Saks Fifth Avenue store in San Francisco.

"For both the airport and the university," Mr. Obata said, "I had to really look into the whole history of Islamic architecture. I looked everywhere — Egypt, Arabia, Morocco, Spain, Iran. I went through it all and studied it, trying to get inspiration."

"The projects here have been exhilarating and gave us a chance to pursue excellence," he said.

At King Khaled International Airport it is not clear that anyone yet fully understands the design, which strives to be a synthesis of

technology, philosophy and exacting compatibility with the environment and culture it serves.

"I really believe in the concept that form grows out of an understanding of a particular building's unique requirements," said Mr. Obata. "Each problem calls for its own kind of solution. . . . I would say that the Islamic architectural tradition, and in the case of the university, the architecture of the Nejd, had more influence than any particular individual."

When he began his first project in Saudi Arabia, the university, Mr. Obata said, "I looked at a lot of what was happening in Saudi Arabia in architecture and there was really nothing happening — no relationship to the existing conditions and architecture."

Every detail of his design for that project reflects the forms of the Nejd; the color of the precast forms, the shaded walkways and arches, the changing of levels all reflected what Mr. Obata calls the intuitive reaction that he felt with the project.

Now, in the airport, Mr. Obata used curves and rich detailing including paving, tiles and decoration with the triangles. He was impressed by the Alhambra and by the use of water trickling from higher elevations, which he tried to use.

"I've always been interested with the interaction of daylight. I've used lots of skylights and clerestory lights to bring light into the airport space. In many of the airports you go through throughout the world you don't feel this sense of space and air. This building gives you that sense."

As the new gateway to Saudi Arabia, Mr. Obata said, "I felt it should have some meaning, some special quality as you come through it. I think it has been very successful."

Even the landscaping is a direct response to the harsh Saudi environment. Supporting all the greenery is a 47-acre (18.8-hectare) greenhouse established by Bechtel to support the airport.

"They've got things there we would love to have in California," said one HOK employee. "It's as good a nursery as exists anywhere."

Around the royal pavilion, to be used by the king, other members of the royal family and government officials as well as visiting heads of state and VIPs, the grounds were landscaped to assure unobstructed sight lines for the security forces.

It is Mr. Obata's hope that as people move through the airport they will feel that they have entered an oasis of peace created by the unity of design and function, the light and decoration, the volume

(Continued on Page 16)

هكذا بنى الأصل

RIYADH

New Military Air Base At Al Kharj Symbolizes Saudi Defense Effort

By Anthony H. Cordesman

WASHINGTON — If Riyadh's new civilian airport is a symbol of Saudi Arabia's civil development, its new air base at Al Kharj is a symbol of Saudi military development and Saudi hopes for defense cooperation with other Arab states and the West.

Al Kharj, which is about 75 kilometers (46 miles) southeast of Riyadh, will be the permanent base for Saudi Arabia's force of five E-3A AWACS planes and five KC-707 tankers. When these forces arrive, Saudi Arabia will have the most advanced airborne warning, command and control system and maritime surveillance system of any Third World state. It will be more advanced than that of Japan or any member of the North Atlantic Treaty Organization outside the central region.

Saudi Arabia plans to depend on the five E-3As, its fighters, and an advanced command and control system centered in Riyadh as its primary deterrent in dealing with future threats from Iran or any hostile regime that might arise if Iraq should lose the Iran-Iraq war. It hopes to build up its combat air strength from its present total of 170 to 200-250 aircraft by 1990, and to expand its F-15 strength from 62 to 100 fighters as it phases out its obsolete Lightnings.

This force will help compensate for the fact that Saudi Arabia lacks the manpower to build up major ground forces or to operate large numbers of less capable aircraft. It knows it must be able to rapidly shift its airpower to cover about 2.3 million square kilometers of territory and 7,000 kilometers of borders — an area roughly equal in size to the eastern half of the United States. The force will enable Saudi Arabia to win air superiority against any local threat in the Yemen or the Red Sea area, and greatly reduce the risk of pressure in the West from Syria or Israel.

The E-3As will provide the airborne sensors and command and control capabilities that will enable Saudi Arabia to cooperate with other southern Gulf air forces, and to protect its "strategic corridor." This corridor extends along Saudi Arabia's Gulf coast from Jubail to Dhahran. It goes south through the key oil facilities at Abqaiq to Riyadh and then to Taif, Mecca, and Medina.

Without the E-3As, Saudi fighters would have less than six minutes of warning of an attack from over Iranian territory, no way to effectively coordinate its fighters to defend key coastal targets like Ras Tanura or Dammam, and no hope of coordinating its air units, land-based air defenses, and growing force of modern ships with ship-to-air missiles. This part of Saudi Arabia's Eastern province is rapidly replacing its Red Sea coast as its most developed area, but it is nearly 1,000 kilometers from Saudi bases on the Red Sea coast.

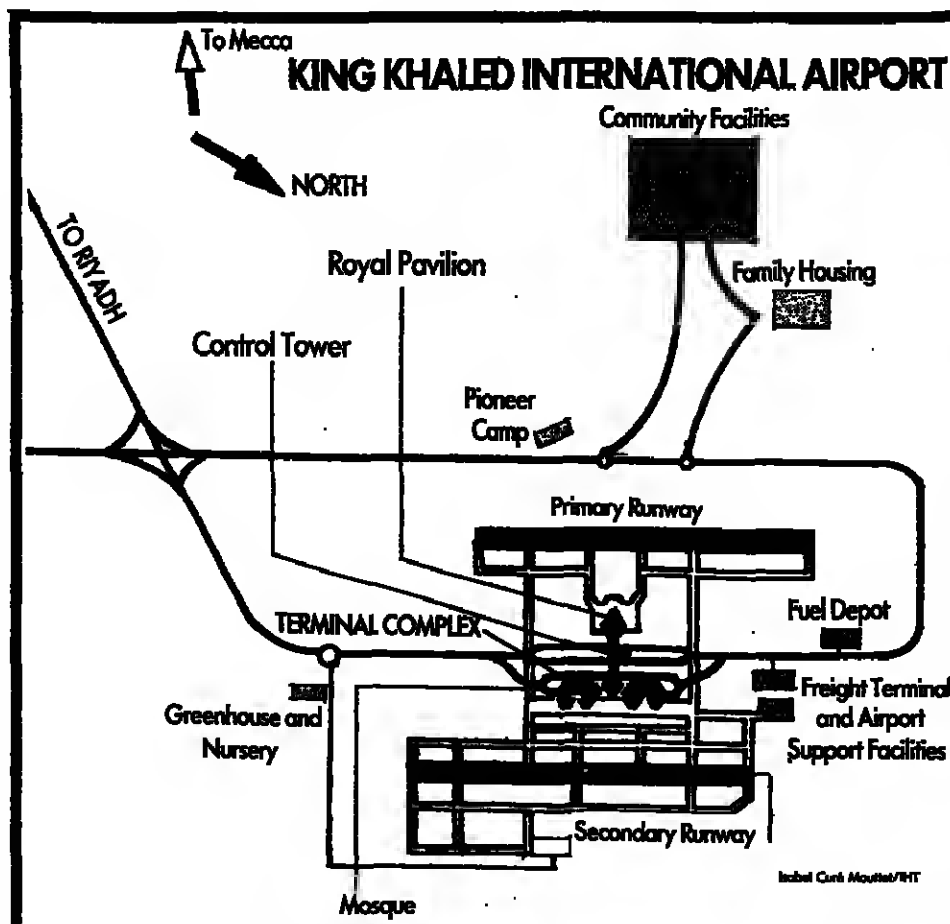
While the AWACS force will initially be based at the old air base at Riyadh, which is being converted to a full military facility, the AWACS force will ultimately be deployed at the new base being built at Al Kharj for several reasons. First, this is the most central location for dealing with the fact that Saudi Arabia faces potential threats and instability on all its borders, and a growing Soviet presence in Ethiopia, whose northeastern border is only about 400 kilometers from Mecca.

Second, Al Kharj is in the least vulnerable area in the kingdom. Neither the E-3A or its tankers can be sheltered effectively against the potential threats of the 1980s. Third, the highly sophisticated systems on the E-3A require considerable maintenance during sustained operations, and Al Kharj provides a secure staging point for service.

Finally, while Riyadh's civil airport will not be vulnerable to regional threats until the late 1990s, Saudi Arabia must plan for the fact that the E-3As cannot be kept on continuous alert in peacetime and will be its most attractive initial military target. Moving the AWACS force to Al Kharj deflects any attack away from Saudi Arabia's civil population, allows defense of the E-3As by fighters operating from a major military air base, and helps reduce the risk civil flight paths might be used to cloak an attack.

The AWACS force is also only the most visible link in a vast command, control, communications, and intelligence or C-3I system which will be built during the mid-1980s to allow Saudi Arabia's small armed forces to operate against any threat to its borders, to help link together all the forces of the conservative Gulf states in the Gulf Cooperation Council, and provide a means by which "over-the-horizon" forces from the United States can be used.

(Continued on Page 16)



Engineers Defy Harsh Climate

RIYADH — Temperatures at the Riyadh airport construction site were so hot that concrete for the runways often had to be poured using ice instead of water. But climate was only one problem facing contractors.

"Time was one of the biggest challenges," according to a Bechtel executive, who said that prompt completion of the King Khaled International Airport was a Saudi requirement. Bechtel, through a joint venture, Saudi Arabian Bechtel, was the general consultant and project manager for the airport.

The ice was supplied by two ice-making plants built on the site, a typically ingenious solution to the rigors of the environment.

Other complications included a remote location, 25 miles (40 kilometers) from Riyadh; difficult terrain; water shortages; an ambitious design and new Saudi regulations maximizing the number of subcontracts to channel as much work as possible to Saudi-owned businesses.

The sense of urgency, however, also had a beneficial side: The original design was adhered to strictly, thus avoiding costly changes. Unlike Jeddah's King Abdul Aziz International Airport, which grew by revisions over 15 years to become a

\$4 billion prize-winning airport, Riyadh's airport was designed from the start in 1975 to be a super-project, according to the airport's deputy director general, Mohammed A. Badruddin.

The project came under the Ministry of Defense and Aviation under Major General Said Y. Amin. Saudi Arabian Bechtel (SAB) is a joint venture between the giant U.S.-based construction company and Saudi Arabian partners including Sulaiman Olayan.

Mr. Olayan, a Saudi tycoon, started work as an employee of Aramco. Today he sits on the board of Mobil. As a young man, he started his own construction company whose first big job was on Tapline, the Aramco-built pipeline to Lebanon.

On a site covering 94 square miles (243 square kilometers), the SAB-managed project was described by an industry magazine, *Engineering News-Record*, as "just about the nearest, smoothest-running construction job imaginable for its size."

Nearly half the 59 separate bid packages went to Saudi Arabian companies. At the peak of construction, more than 14,000 men worked at the site.

Runway grading involved mov-

ing 9 million cubic yards (6.8 million cubic meters) of earth, a job performed by Philipp Holzmann AG of Frankfurt.

Another major contractor was Pegel Arabia, a subsidiary of Sogeti, a Saudi company owned by a group including Samir Hamzah and Mustapha Derneika, who bought the West Berlin-based construction company Pegel. Other contractors included Archirodon Construction Overseas of Athens and London's Saudi Tarmac Co.

A pavilion for the royal family was built by Abaid and Almutallah of Dubai with Turner International Industries. The mosque was built by Taiwan's Hanil Development Co., which also constructed the control tower. Bendix supplied most of the navigational equipment.

A major innovation was a worldwide logistics system set up to handle shipment and delivery for everything from screws to prebuilt air bridges weighing 7,500 tons each. Two million tons of concrete, much of it mixed with imported materials, was used in the project. Offices in Baltimore, Rotterdam and Tokyo arranged shipment routes and supervised arrival times for all materials.

(Continued on Page 14)

National Airline Faces Curtailed Subsidies, New Competition

By Robert Bailey

LONDON — Riyadh's new King Khaled International Airport is described by members of the staff of Saudia, the Saudi Arabian airlines corporation, as the country's third gateway for foreign flights. It will substantially augment international operations, which until now have centered on Jeddah and Dhahran.

Up to now these have been the only airports in the kingdom able to accommodate intercontinental-range passenger and cargo aircraft. The new airport occupies a site of 243 square kilometers (94 square miles), more than double the size of King Abdul Aziz International Airport, which when it opened in 1981 was the largest airport area in the world. Apart from serving foreign routes King Khaled International is also expected to become a hub of Saudia's extensive and important domestic operations.

The state-owned airline's home routes have been built up steadily over the last 40 years from humble beginnings to an enterprise that provides scheduled services to Jeddah and Dhahran and 20 other locations separated on land by vast tracts of some of the most inhospitable desert in the world. Airports served include Turaiif, Arar, Jof, Gurayat, Tabuk, Hail and Rafha in the north and Wadyah, Gassim, Qaisumah, Yanbu, Medina, Hofuf and, soon, Jubail in the central axis, as well as Taif, Bisha, Abha, Gizan, Neiran and Sharurah in the south.

Saudia said that by helping to sustain the economic growth of the kingdom, the airline was playing a vital role in government plans to encourage a much wider segment of the population to play an active and meaningful role in the development of Saudi Arabia.

However, the government policy of encouraging communication by providing inexpensive air travel means that Saudia operates at a loss. The first fare increase in 10 years occurred two years ago. Even this 70-percent hike only raised a regular economy return ticket between Riyadh and Jeddah, for example, to just \$120 for a 700-kilometer (434-mile) journey. The cost of a return ticket over a comparable distance in Europe, say London to Milan, is three times as much.

There is little doubt that the low-fare policy has been successful in increasing social cohesiveness by making long-distance travel available in a country still poorly served by overland transport facilities. For Saudia, which under the five-year development plan (1980-1985) has been charged with achieving a financial balance in current operations in domestic services, shaking off the subsidized fare structure is clearly going to be difficult.

International operating costs — and the mounting problem of discounted fares in the region — are also of concern to management. But, nevertheless, the presence of Saudia aircraft has become increasingly prominent at airports around the world in the last few years. Today, the airline has a fleet — including aircraft on order — that comprises 17 Lockheed Tristar L-1011s, 12 Boeing 747s, 20 Boeing 737s and 11 Boeing 707s as well as six Douglas DC-8s, two Fokker F-28s and seven Gulfstream IIs and 111s.

Eleven Airbus Industrie A300-600 wide-bodied airliners will begin to enter service next year. The total represents a formidable inventory and operation that began in 1945 with a gift of a DC-3 (Dakota) aircraft to King Abdul Aziz by President Franklin D. Roose-

velt after a meeting between the two leaders on the Great Bitter Lake in Egypt. Two other DC-3s and the loan of U.S. air crew helped create the embryo of an airline. Later Trans World Airlines took over the management role. This has been replaced by a largely Saudi-led structure that includes pilots, management and maintenance and provision of simulator training. The airline employs more than 22,000 people and boasts the highest percentage of Saudi Arab staffing achieved by any major company within the kingdom.

Having the money to invest in aircraft, training, personnel and construction of airport infrastructure has allowed Saudia to maintain its ranking as the world's fastest growing airline. In spite of declining oil revenues the market served by Saudia remains huge. In 1982, the kingdom's airports handled 11.5 percent more traffic than in the preceding year. Of the total 18 million passengers, 7.8 million went through Jeddah, nearly 6 million through Riyadh and 4.4 million through Dhahran.

Air cargo traffic also reflected substantial growth, rising more than 40 percent to 241,364 tons over the same period. The planned A300-600s will further increase Saudia's passenger capacity. The first of the aircraft, which are able to seat 267 to 345 passengers and have a range of 6,100 kilometers, will be delivered in March next year.

All of Saudia's 747s, including special performance intercontinental-range versions of the jumbo aircraft, have been accepted into service. The first was flown directly to Jeddah from the manufacturer's base in Seattle by Ahmad Mattar, Saudia's director-general who is also a 747 captain.

A result of the acquisition of new big jets has been a marked increase in international services provided by Saudia. The routes encompass the Middle East, Europe and the Far East. Nonstop flights from Jeddah to New York have been in operation for two years. Previously, North American business visitors had to transit in Europe or use the service provided jointly by Pan American Airways and Saudia between Houston and Dhahran. Other direct services are also provided to Europe, including one between Riyadh and Frankfurt. The services are supported by a sophisticated communications network that includes a computerized reservation and automated ticketing system.

The opening of the new airport heralds the end of Saudia's exclusive rights at the capital's airport although foreign airlines are likely to be asked to give up existing landing rights at either Jeddah or Dhahran before being allowed in. The first foreign carriers to enter are likely to be Kuwait Airways and Gulf Air. The relationship between the latter and Saudia operations may become much closer in the long term if studies by the Gulf Cooperation Council, aimed at amalgamating the three airlines, are implemented.

Despite rising operating costs, amalgamation is not a process likely to happen quickly. There is economic logic in establishing a joint policy and rationalizing services but many questions are thereby raised, not least about future aircraft procurement plans. National airlines are also a very potent form of identification for developing countries and their rulers. Few in the region are likely to want to lose their airline's badge of independence, not least the highly successful and ambitious Saudia, the Arab world's principal airline.

بسم الله الرحمن الرحيم

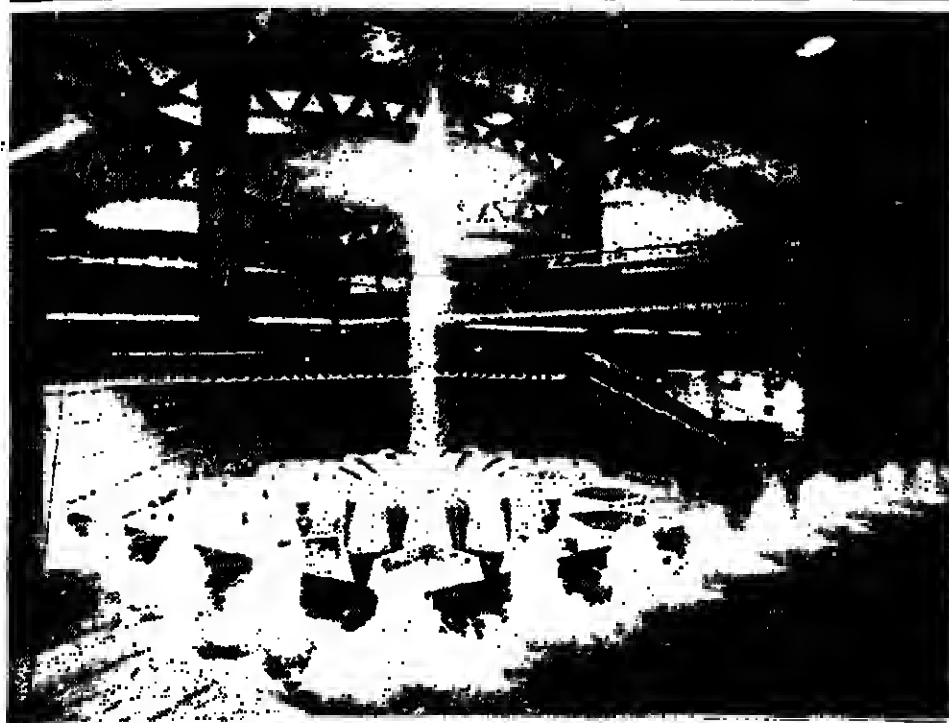
بمناسبة افتتاح مطار الملك خالد الدولي بالرياض

تتقدم

شركة بيجل العربية

من حضرة صاحب الجلالة الملك فهد بن عبد العزيز المفخّم

وصاحب السمو الملكي الأمير عبد الله بن عبد العزيز ولي العهد والنائب الأول لرئيس مجلس الوزراء ورئيس الحرس الوطني
وصاحب السمو الملكي الأمير سلطان بن عبد العزيز النائب الثاني لرئيس مجلس الوزراء ووزير الدفاع والطيران والمفتش العام
والشعب السعودي بأطيب التهاني ودوام الأبرار
في ظل حكومة جلالة الرشيدة



Passenger arrival level



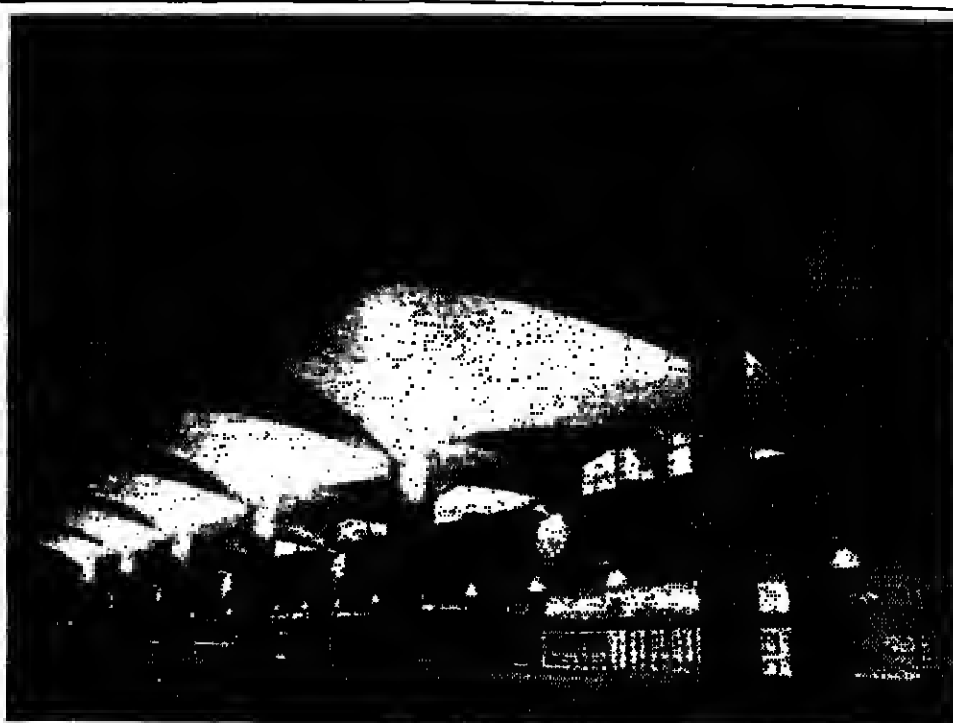
Departure lounge ceiling

سقف قاعة المغادرة



Departure road canopy

ظلّة طريق المغادرة



Night view from arrival road

منظر ليلي للطريق



In September 1979, Pegel Arabia was awarded the Contract for construction of the Domestic and International Terminal Buildings at the King Khaled International Airport and, in June of 1982, was awarded an extension to construct two additional Terminal Buildings. Pegel Arabia is also the general contractor for the Facilities Maintenance Complex, Special Flight Service and General Aviation Terminal. Pegel Arabia's professional engineers, technicians and craftsmen are proud to be associated with this project.



مكتبة من الأصل

RIYADH

A Desert Capital, an Embodiment of an Islamic Idea

Special to the IHT

RIYADH — Like any utopia, Riyadh is the embodiment of an idea. Although a visitor to the Saudi capital may at first find it difficult to locate the idea amid the huge shopping centers, ice-cream shops, computerized billboards, palatial hotels and other boons of modernity.

Five cars race down the boulevards lined with palm trees and flower beds. Jumbo jets roar overhead and birds twitter. But something is missing. The idea dwells on you as you suddenly sense the presence of absence — there are no churches here, no cinemas, theaters, bars, casinos, statues or women drivers — or in fact very many women at all. And there are scores of mosques.

Let the call to prayer begin and

the idea becomes clearer. Every place of business snaps shut, the supermarkets disgorge hundreds of shoppers and chain their doors, and for a half hour or so the mosques are the focal point of the city of 1.8 million.

General Motors vehicles with the markings of the World Assembly for the Promotion of Virtue and the Prevention of Vice may appear, loudspeakers blaring, enjoining stragglers to go and pray. After the prayer, doors reopen, shutters fly up and business resumes as usual — until the next prayer.

This is Riyadh — a handsome, prosperous, fairly cosmopolitan capital, and at the same time the seat of a Wahhabite Islamic theocracy whose laws, because they are divine, are strictly and forever im-

mutable. Its steadfast rejection of elements perceived as corrupting (such as bars and cinemas) is equalled only by an ironic tolerance for absorbing, or better yet, hosting, hundreds of thousands of expatriates, religiously foreign experts, hired hands, housewives and traveling salesmen from the four corners of the earth.

Riyadh is the spiritual home of the religious driving force that conquered and still governs all of Saudi Arabia. It was at Diriyah, a small town outside the city (now the home of King Saud University), that Sheikh Mohammed ibn Abdul Wahhab, a Nejd scholar and reformer, formed a pact with the local emir, Mohammed ibn Saud, to combine their religious and temporal forces to rule the region. The alliance predates the founding of the modern kingdom by nearly 200

years and is still the linchpin of the national government.

Mohammed ibn Saud sought the spiritual blessing of Abdul Wahhab. Abdul Wahhab sought a political ally to help him enforce the purification of Islam, both of persisting pre-Islamic customs and the accretions of more than a thousand years of practice. His thinking, based on the teachings of the Hanbali jurist Ibn Taimiya of Baghdad, was that the pristine Islam of the days of the Prophet, based solely on the *sharia* (the Koran) and *sunna* (traditions of the Prophet) had to be restored; all other practices were *bida*, or sinful "innovation."

Thus, saint worship, cults, derisives, the reverence of shrines, and differing notions of the Caliphate — for example, Shiism — were to be eschewed and a strict Unitarianism to be promoted in line with a tough, narrow interpretation of the *sharia*.

For the next dozen decades the alliance gained ground throughout Arabia, virtually eliminating idols, processions and the rituals of "popular Islam." Saudi leaders bore the title of *imam*. After numerous setbacks, tribal and sectarian, the Saudi-Wahhabite liberation of all of what is now Saudi Arabia was accomplished on Sept. 23, 1932. Mecca was cleared of Ottomans, and Riyadh was made capital.

At the time, Riyadh was so steeped in its hostility to *bida* that it made an impractical home for foreign diplomats, banks, and the national airlines, which Jewish welcomed. But the Nejd town has grown up and is slowly taking on its responsibilities. Consulates are moving here, with all embassies to follow within a few years; the banks, all represented by resplendent branches, are coming; Saudi Arabian Airlines is coming; armies of Americans, Indians, Koreans, Filipinos, Britons, Pakistanis are already here in force. The city bristles with tall buildings, flyovers — and an arrogant sophistication. Its foreign residents, though they may never have heard of him, live by the rules of Abdul Wahhab, his allies and descendants.

Hence, no alcohol, no pork or pork byproducts, no non-Saudi Muslim religious literature, no videogame arcades, dolls, or pornography, statues, or works of Karl Marx. Men and women may not kiss or hold hands in public; kisses are carefully excised from imported television shows. It has been ruled unacceptable to celebrate any birthday, even the Prophet's. New bans are issued regularly, and recent ones struck out at chess pieces

and smoking in government offices.

What cannot be controlled at the ports of entry is supervised by the corps of *mudawana* — literally "untiter" — in fact a self-appointed guardian of public morality generally associated with a local mosque — or the nongovernmental Society for the Promotion of Virtue and the Prevention of Vice. *Mudawana* patrol the streets to see that shops close up promptly at prayer times — remaining inside a shop is a jailable offense — to see that dress codes are followed (women must cover their heads and limbs, men may not wear gold jewelry) and, when their curiosity is aroused, to see that women are accompanied by *mahram*, or acceptable escorts. A woman accompanied by any man other than her husband, father, son or brother is in trouble, although exceptions are made for chauffeurs. Joggers are told to wear sweat pants over their running shorts.

Mudawana are much feared among most non-Muslim expatriates and are caricatured as hoary old bedouins with henna-stained beards and long staffs. In fact, many are young and fluent in English, though just as zealously formidable as their elders. They are singleminded moralists, and so respecters of diplomatic privilege. One year ago, a young U.S.-educated *mudawana* detained a U.S. consular official for several hours at his mosque, lecturing him sternly in colloquial English against ever kissing his fiancée in public again.

The *mudawana*, despite their zeal, do not engage in missionary work, and even their patrolling authority is limited by their lack of support from the Saudi government. Indeed, the Wahhabite state is far more tolerant of foreign ways as long as they do not intrude too much, or too harmfully, on the Saudi way of life. It is the government's defense of private property that permits easier breathing and virtually any choice of lifestyle to Riyadh's foreign residents. Examples beckon.

Most large Western companies provide private television channels and Christian religious services for their employees. Video game arcades are forbidden due to their cost and bad influence on children — as in some U.S. towns — but the machines may be owned privately or installed in company housing compounds. No women may be employed where they have any contact with men, but an exception is made for Saudi's stewardesses. Many foreign women go unveiled, Arab and other men bedeck themselves with gold, and they claim



A worker moulds an adobe brick for use in restoration of Diriyah.

Restoring the Seat of the House of Saud

DIRIYAH — The mud brick ruins of Diriyah, a walled oasis that was for centuries the seat of the Saudi family and first capital of the kingdom, is a favorite picnic haunt for the residents of Riyadh 10 miles (16 kilometers) to the northwest. Set on a low hill above a date-palm grove watered by the Wadi Hanifa, gap-toothed crenellated walls rise with three-story towers, their triangular windows arranged in sets of six.

They are crumbling like sandcastles. A few slender white stucco columns remain among sandy paths. Palms, neglected since farmers sought work in Riyadh, have withered. When Abdul Aziz seized Riyadh in 1902, he made that city his capital. Riyadh eventually became the capital of Saudi Arabia, and Diriyah was never rebuilt after its 1819 devastation. Now, after nearly a century of neglect, the Department of Antiquities is restoring a few key buildings — palaces and fortifications — of the first Saudi kingdom.

As early as the 16th century, the Saudi family was settled at this oasis after moving north from what today is Oman. The tribe was famous for its herd

of riding camels, known as *Diriyah*, and the colony was named for them. It was at Diriyah that Mohammed ibn Saud, patriarch of the modern Saudi dynasty, and Sheikh Mohammed ibn Abdul Wahhab made their historic pact. The alliance led to a series of battles out of which emerged a united Arabia under the dual banners of Wahhabism and the house of Saud. They had formed the pattern of unity prevailing in Arabia today.

Activity has revived gradually in the old town. A few shops have opened at the old city gate in recent years. Children — whose unabashed curiosity is always a surprising contrast with the dignified mien of Saudi adults — play noisily in the narrow, shady paths. A modest suburb has grown on the flatland outside Diriyah, where several hundred families live in low blocks of flats protected by garden walls and enjoying the comforts of electricity, piped water and air-conditioning.

The Diriyah Foundation, established in 1973 by the royal family to sponsor research in fields from medicine to solar energy, takes its name from the town.

— JOSEPH FITCHETT

Uyainah Solar Village: Ancient Roots And New Technology at Historic Site

UYAINAH — It was a hot October morning when Prince Salman ibn Abdul Aziz, governor of Riyadh province, inaugurated last month the biggest solar-energy project of its kind in the world — a field of 160 giant, mobile mirrors that convert sunlight into electricity in this village.

The ceremony resembled other royal openings which occur so frequently in oil-rich Saudi Arabia. On a desert hilltop, a motorcade pulls up in front of a big open-sided tent, the royal party crosses the sand on a redcarpet and joins the waiting diplomats, contractors and local dignitaries. Juice is served during speeches by officials and religious leaders, then the group follows the prince on a walk-through of the project followed by a slide show depicting the construction and the future benefits of the project.

The Solar Village Project — designed to provide power to three rural hamlets about 30 miles (about 50 kilometers) northwest of Riyadh — is special not only because it involves ultramodern technology but also because it is situated in the natal village of Mohammed ibn Abdul Wahhab, the 18th-century religious reformer whose alliance with the house of Saud gave birth to modern Saudi Arabia with its puritanical Islam.

The King Faisal Air Academy — one of the kingdom's lengthening list of training facilities for the armed services — is located in this village, profiting from the solar energy plant.

Uyainah (which also is spelled Uyaynah) was a symbolic choice for the main project in Saudi Arabia of SOLERAS, the Solar Energy Research Joint Cooperation between Saudi Arabia and the United States.

This is a binational research campaign in which each country provided \$50 million over a five-year period beginning in 1977 to develop solar energy applications of worldwide benefit.

SOLERAS itself grew out of discussions in 1977 between President Jimmy Carter and Crown Prince Fahd, who was visiting Washington to inaugurate a solar-heated school financed by Saudi Arabia through the Diriyah Foundation. That fund was established by

King Faisal for Saudi-sponsored international research.

The Uyainah project exemplifies an aim of Saudi research, which is supposed to provide benefits beyond the kingdom's borders.

Uyainah provides one of the first and the largest tests for an emerging technology of photovoltaic cells, which are capable of converting sunlight to electricity.

At Uyainah, 160 arrays, large winglike sets of mirrors similar to those on satellites turn to follow the sun, then transmit electric current to an inverter that can supply 350 kilowatts of power to the 4,000 residents and army cadets in Uyainah.

When SOLERAS placed its order for the arrays with a U.S. firm, Martin Marietta, each array cost more than \$150,000. Now, after the Saudi project paid for the research and development, Martin Marietta is selling the same equipment for \$40,000 per array, according to Cecil B. Thompson, the SOLERAS program coordinator, to the job by Midwest Research Institute in Kansas City, Missouri.

So the project, which is intended to be the prototype for similar photovoltaic systems for more remote villages throughout the kingdom, has also represented a significant step toward making solar energy internationally competitive as an alternative, clean fuel.

It is planned to increase the new plant's capacity to 1,000 kilowatts, and eventually the network — planned to be one of the world's biggest — will provide power for remote villages and operate desalination plant at Yanbu, the Red Sea port.

At the National Center for Science and Technology, the Saudi organization in charge of the program, a spokesman noted that the kingdom is not purchasing technology from the United States but rather cooperating with U.S. efforts to develop it.

For the peasants working in the fields along the Wadi Hanifa and for the middle-class residents who commute by car to Riyadh, the solar energy project is simply the most recent reminder of the special place that Uyainah occupies in Saudi affairs.

— JOSEPH FITCHETT

The Government of Saudi Arabia,
Ministry of Defence and Aviation and Inspectorate General
is proud to announce the opening of

King Khaled International Airport

New Aerial Gateway to Riyadh, Capital City of the Kingdom of Saudi Arabia

King Khaled International was completed this month by the Presidency of Civil Aviation. It is the second of three major new airports to be built in the Kingdom. The first, King Abdulaziz International in Jeddah, was opened in May, 1981. Construction of the third new international airport, located in the Eastern Province near Dhahran, got underway this year and work is expected to be completed before the end of the decade.

The airport projects are part of the Kingdom's overall development program which is being led by His Majesty, King Fahd, His Royal Highness Crown Prince Abdullah, and His Royal Highness Prince Sultan, Second Deputy Premier and Minister of Defence and Aviation.



Aerial view of KKIA's Terminal Complex

The three new international airports and the Kingdom's network of 23 domestic airports, also operated by the Presidency of Civil Aviation, play a major role in the overall transportation program of Saudi Arabia and help the Kingdom fulfill the economic goals set by His Majesty the King and the Council of Ministers in the Five Year Development Programs.

During the first two five-year plans (from 1970 to 1980) the number of passengers arriving at all airports in the Kingdom increased more than twofold, rising from 800,000 to 8.1 million.

In the capital city, growth has been even more spectacular. From 1975 through 1982, passenger traffic in Riyadh increased 750%, from 890,000 passengers annually to 6 million. Anticipating this growing demand for service, the Kingdom began preparing a master

plan and economic analysis for King Khaled International in September, 1974.

In 1978, the Council of Ministers gave approval to begin the first phase of the project and have it ready for operational testing in five years.

Hallmarks of the new facility are ease of ac-

cess to separate arrivals and departures roads,

spacious and convenient covered parking facilities immediately in front of the passenger terminals, and use of air bridges to provide passengers with direct access to their aircraft.

Inside the terminals, large interior gardens feature flowering plants and fountains, terraced groups of trees and low trailing vines. These gardens and fountains provide a stunning visual effect for arriving passengers — or for departing passengers who can look down on the display from the upper level of each terminal.

The airport's principal mosque is located in the center of the passenger complex, easily accessible to all Muslim travellers. Considered by many to be one of the most beautiful and interesting new religious structures in the Middle East, the mosque can accommodate 5,000 worshippers.

The new airport contains some of the finest artworks in the Kingdom. Paintings, tapestries, sculptures, carpets, and mosaics are among the



Control Tower rises above a ceremonial mall

hundreds of works of art which have been placed in the terminals and other public buildings. During the years the airport was under construction, a Kingdom-wide effort was made to marshal Saudi talent to create the artworks.

Heads of State and other high-ranking visitors to the Kingdom are greeted in a Royal Pavilion that is both beautiful and functional. A distinguished building with a strong Islamic character, the Royal Pavilion has grand architectural spaces, finest materials and finishes, lush gardens and cooling fountains.

During the construction of the airport, the latest data systems and computer technology were used to enhance and support management

The majestic Royal Pavilion

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of the project. These systems continue to be used today in order to insure maximum efficiency in day-to-day operations and maintenance of the airport.

The new airport honors the memory of the late King Khaled Bin Abdulaziz who ruled the Kingdom of Saudi Arabia from March 1975 until his death in June 1982. It was during the reign of King Khaled that plans and designs for

the new airport were completed and work begun.

The primary mission of the Presidency of Civil Aviation is to assure the safe, orderly and efficient flow of air traffic within the Kingdom and to provide airport facilities necessary to accommodate domestic and international passengers and air cargo.

If you would like more information on the Presidency of Civil Aviation and the remarkable new King Khaled International Airport, please write:

Public Relations
Presidency of Civil Aviation
P.O. Box 6326
Jeddah 21442
Kingdom of Saudi Arabia

The majestic Royal Pavilion

The airport's principal mosque is located in the center of the passenger complex, easily accessible to all Muslim travellers. Considered by many to be one of the most beautiful and interesting new religious structures in the Middle East, the mosque can accommodate 5,000 worshippers.

The new airport contains some of the finest artworks in the Kingdom. Paintings, tapestries, sculptures, carpets, and mosaics are among the

hundreds of works of art which have been placed in the terminals and other public buildings. During the years the airport was under construction, a Kingdom-wide effort was made to marshal Saudi talent to create the artworks.

Heads of State and other high-ranking visitors to the Kingdom are greeted in a Royal Pavilion that is both beautiful and functional. A distinguished building with a strong Islamic

character, the Royal Pavilion has grand architectural spaces, finest materials and finishes, lush gardens and cooling fountains.

During the construction of the airport, the latest data systems and computer technology were used to enhance and support management

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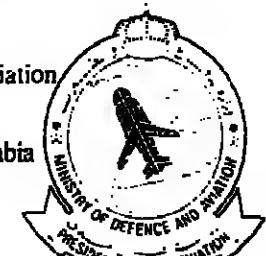
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Extremes of Desert Life, Isolation Forge Values Of Conservative Capital

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RIYADH

GCC: The Move Toward Gulf Unity

Special to the IHT

RIYADH — The formal establishment of the Gulf Cooperation Council, known as the GCC, in May 1981 was seen as one of the most positive moves toward Arab unity for many years. The council's goals are the social and economic integration of its members and an independent defense capability. The council's secretariat is based in Riyadh.

The idea of Gulf unity is hardly new; the first recorded initiative was in 550 B.C. when Arab tribes of the area joined against the Persians. The formation of the GCC sprang from the Arab Gulf states' recognition of their vulnerability to common external threats and their wish to work together for economic development. In 1976 the crown prince of Kuwait called for "the establishment of a Gulf union with the object of realizing cooperation in all economic, political, educational and information fields... to serve the interests and stability of the peoples in the regions."

GCC pronouncements since its formation have shown a remarkable degree of unanimity. Great emphasis is placed on each state's equality of status within the organization. Bahrain, the smallest state has the same voice in councils as Saudi Arabia, the largest. The choice of Riyadh rather than one of the other Gulf capitals as the site of the GCC secretariat is seen as acknowledging the city's status as an important Arab capital with a global role rather than simply reflecting Saudi Arabia's position in the GCC.

The headquarters building itself stands on Riyadh's prestigious Airport Street in company with the Saudi Arabian Monetary Agency and the ministries of defense and interior. The secretariat is already outgrowing its modern 10-story office block; the GCC's future home will be on Riyadh's new diplomatic quarter.

There is at present a headquarters staff of 200, drawn from all six member countries. The workload generated by ministerial and official meetings is growing. In the past year in Riyadh alone there have been over 40

meetings covering everything from discussions on a unified agricultural policy to the upbringing of Gulf infants. Recruitment of staff has been difficult because of the small pool of qualified people available in member states whose own bureaucracies are often short of manpower.

There is almost daily mention of GCC activities in the Saudi media; both public and private sector monitor developments closely. The Riyadh business community's interest is naturally centered on economic matters and the implications of the United Economic Agreement. There are of course some reservations, but as a whole Saudi businessmen recognize that the GCC will bring them new opportunities and accept that there is room in their own market for the activities of businessmen from other states. This commitment to the GCC seems firm; one leading Riyadh entrepreneur said recently: "We are the same people with the same needs and we belong together." There is obviously some relief among those concerned with large scale industry that the GCC will consolidate the work begun in the mid-70s to avoid unnecessary duplication of Gulf industries. The GCC (with Iraq) was formed for this purpose in 1976 and it is now accepted in the councils of the Gulf industry ministers that members will avoid new projects that conflict with industries already established in other states. Saudi Arabia, for example, has shelved plans for an aluminum industry that would have undermined that of Bahrain and has cut back its steel-making capacity to avoid swamping that of other states.

Saudi officials acknowledge that there will be difficulties in enforcing various clauses of the economic agreement but see no reason for not meeting the target date of June/July 1986 for full implementation. They point to the achievements that have already been made; the establishment of the Gulf Investment Corp. funded equally by all states; the creation of common minimum and maximum external tariffs; the transformation of the Saudi Arabian Standards and Measures authority into a Gulf organization and the

agreement for the bulk-buying of rice negotiated in January 1983.

On the defense front, the recent combined military exercise in the United Arab Emirates was enthusiastically supported. It was on a small scale but an important symbol, underlining the concept of self-reliance. Consultations within the Defense Committee are likely to lead to a much greater degree of integration between the separate forces of the GCC and toward some rationalizations of equipment procurement.

For all its members the GCC is important as a vehicle through which they can coordinate foreign policy and so speak with one voice on regional matters and act as a moderating force offering a forum for the settlement of regional disputes: the settlements within the GCC framework of the long-standing conflict between Oman and South Yemen and the solution to the Bahrain-Qatar dispute over the Hawar Islands are examples of this role. The GCC could also have a part to play in efforts to resolve the Iran/Iraq conflict.

While for the present the efforts of the GCC are focused on the harmonization and integration of the member states economic and social structures, the organization is outward looking and will in time be keen to develop links with other regional groups such as the European Community, the organization on which it has modeled some of its policies. The good relations of Saudi Arabia and Oman with the United States and Kuwait's diplomatic relations with the Soviet Union enabling the GCC to maintain links with both superpowers while avoiding falling into the orbit of either.

The GCC's greatest achievement is probably its very existence. It is now consolidating its organization and systematically implementing some far reaching decisions. When its future will hold as the region around it develops and the member states get into the deeper waters of economic, political and military integration is not possible to forecast. But in the Riyadh secretariat there is a strong, if cautious optimism about the future.

University Set to Move to New Campus

By Michael Ritchie

RIYADH — Students of more than 70 nationalities attend Riyadh's King Saud University.

About 20 percent of the university's 18,000 students are non-Saudi, coming mainly from Arab countries such as Sudan and Somalia, but including some Americans and British, mainly there to study Arabic.

The kingdom's oldest university, King Saud University is poised for a massive upheaval. Its various colleges are now scattered around the capital and have outgrown their premises. Scheduled for the academic year 1984-85 the university will move to a \$5 billion, 9-square-kilometer site on the outskirts of the capital, near the ruins of Diriyah, the birthplace of the kingdom.

The university is at the heart of the kingdom's urgent manpower training program. Eventually, it will turn out 7,000 graduates and trained technicians a year, helping to reduce the dependence on foreign skilled labor.

The university's president, Mansour al-Turki, 40, said: "We want it to be the best university in the Arab region. In fact we have no excuse not to be the best because we have the financial backing."

A former deputy finance minister with a doctorate in economics from the University of Colorado, Mr. al-Turki has played a major role in setting up the new campus and in scaling down some of the unrealistically ambitious elements of the initial plan. For example, the original cost projection of \$7.5 billion for the student housing, student services center and general infrastructure was halved after some redesigning and tough negotiations following Mr. al-Turki was appointed president in 1979.

The new campus will be the best equipped in the region. It will have a domed planetarium with a simulated cosmos that will be the most sophisticated in the world outside the United States, the university's observatory director, Fadel Ahmad Noor, said.

The planetarium will house a multimedia space theater, telescope, atomic clock, laserium and science museum, he added. Equipment is being supplied by Spitz Space Systems of Pennsylvania.

The computerized facility will be used to teach astronomy and other sciences to students and it will also be used by industry and military researchers, Mr. Noor said.

Some parts of the campus are already in use. Several thousand students and staff are living in university housing and the King Khalid Eye Hospital, centerpiece of the university's advanced medical studies center, is operational. The hospital includes a lecture theater where 400 students can watch operations on close-circuit television.

The campus has a planned student population of 21,000. It was designed on the basis of a ratio of one professor to 10 students so there is plenty of room for expanding the student body, Mr. al-Turki said. About a quarter of the 1,000 professors are Saudi nationals.

Formed in 1957 out of an existing college of arts that had 21 students, the university was for many years known as Riyadh University. It was changed in late 1981 to King Saud University, named after the monarch who opened the original establishment during his short reign.

In 1958, the science college opened, followed by colleges of administrative sciences and pharmacy, agriculture, engineering and education (both started some years earlier as joint projects between the education ministry and UNESCO and were incorporated into the university). The college of medicine was started in 1969.

An Arabic language institute was set up in 1974 for the growing number of non-Arabic speaking students attending the university.

Over the years the university has expanded to 12 colleges with more than 76 departments. In 1981, a computer studies department opened. It has agreements with Toronto University for engineering and with Colorado University in medicine.

"King Saud University is the first choice for most Saudi students, and we can take only about half of all the students who apply," Mr. al-Turki said. "King Saud is regarded as science-oriented; King Abdul Aziz University [in Jeddah] specializes in the liberal arts."

The most popular studies at King Saud are business, economics and engineering. "We offer

a master's degree in most departments which requires a minimum of two years' study," Mr. al-Turki said. "Islamic education is, of course, a very important part of the university, and each student is required to study Islamic culture for a certain period each week."

Entrance requirements are a Saudi secondary school certificate or its equivalent. The certificate must have a minimum 60 percent overall pass rate of all subjects taken at secondary level although some colleges require an average pass rate of up to 75 percent.

"Recognizing Saudi Arabia's role in the Islamic and Arab world, the university offers a number of scholarships each year to non-Saudi students with the hope that they will return to their native lands upon completion of their studies as unofficial good-will ambassadors," according to the university's bulletin.

Students must attend at least 75 percent of their lectures and practical lessons. Students who miss 15 percent of their course are issued a formal warning and those who miss 25 percent or more may be barred from taking their final examination.

Each student at King Saud gets a monthly allowance of about \$300. Foreign students and Saudi students from outside the capital area are provided with free accommodation and some free travel to their homes. Students get a 75 percent book subsidy and an 80 percent food subsidy in the university canteens.

Women students, who make up more than a quarter of the university's total student population, are limited to certain courses, including medicine, dentistry and nursing and some arts subjects, such as English and social work. A separate campus is being planned for women at the new site. In his annual dialogue with students at King Saud University in May, King Fahd reaffirmed his opposition to women taking courses in engineering.

As a former education minister, King Fahd has a close interest in the kingdom's universities. Addressing students at King Abdul Aziz University in October, he said: "There are now 70,000 men and women university students [in Saudi Arabia]. All this progress is due to stability and security for which we thank God."

The Capital Symbolizes an Islamic Idea

(Continued From Page 11)

ments of paradox. Catholic masses may be celebrated on strictly private premises, but the red cross on a house of prayer may be blocked out at the corner grocery. The ready availability of birthday cards, candles, even party hats and horns flies in the face of the anti-birthday laws. Women are not issued driving licenses but bedouin women are allowed to drive the pickup trucks that are fast replacing camels in the deserts. At least one prince, Talal ibn Abdul Aziz, has predicted that women will eventually be permitted to drive in the city.

Supermarkets, trying to abide by the laws and keep business brisk, have resorted to compromises when faced with prayer-time closing. Instead of expelling all the shoppers five times a day, some of the bigger markets simply lock their doors and give the cashiers a break at prayertime, leaving those inside to stock their

carts with no escape while small crowds gather outside; in a masterstroke of diplomacy, large carpeted areas are provided indoors for those who do decide to pray. And books on mythology, Israel and the evils of alcohol are legal and saleable whereas even references to these are deleted from newspaper crosswords — leading to allegations, in the column of the daily Arab News, that the real challenge was now to complete the puzzle itself and then go back to fill in the missing clues.

The question of the impact of religion on the daily lives of non-Muslims — and vice versa — comes down to the question of liberty and privacy. Supermarkets are just a little too public to escape restrictions; hotels fall into the private sphere (legally regarded as residences, their restaurants are not subject to closing for prayers). Saudis are fond of pointing out that a reasonably well-connected foreigner can enjoy much the same life here that he has in Long Beach or

Boston; that the public ethics of the 1950s, for which the United States every so often shows nostalgia, are praiseworthy even by Saudi standards; that the U.S. was an "Islamic" state only 50 years ago, and that the benefits of a virtually timeless society have been bought cheaply — no hangings, no pornography, serious punishments, and total faith in the Koran and Shari'a. Liberty and privacy are, Islamically, sides of the same unyielding coin.

It is this aspect of Islam, its comprehensive nature, in governing not only the spiritual life but also politics, commerce, worship, warfare, diet, and so on through the whole sphere of human activity, that makes Riyadh a bizarre rather than a melting pot. Everyone must conform by the same rules. The differences between indoor and outdoor behavior are not perceived to represent contradiction or hypocrisy but the inbuilt loopholes of a Moslem society civilized enough to know that anything does not go.

Engineering: Defying Time and Climate

(Continued From Page 9)

materials with a computerized schedule, enabling project managers to know at any moment precisely where any item on order was.

All contractors provided copies of purchase orders to the logistics office. Materials were tracked by a General Electric Mark III Procurement Tracking System, which operates by satellite, through the preparation of shop drawings, manufacture, shipment to the port of embarkation, preparation for ocean shipment on the loading dock, ocean voyage to Dammam in Saudi Arabia, customs clearance and shipment by rail or road to the construction site.

Bechtel, which set up the logistics system and managed it, claims this method of centralizing supply deliveries saved millions of dollars in transport costs and avoided delays.

The supply system is being maintained for the

Presidency of Civil Aviation, which is starting work on an international airport in the Eastern province, the last major transport project in the kingdom for the time being.

Bechtel, a California-based firm, is the largest family-owned business in the United States. Its construction experience includes oil refineries, city planning, airports and nuclear power plants.

Bechtel's first project in Saudi Arabia, in 1944, was construction of the first refinery at Ras Tanura. It built a pipeline for Aramco, with which it has an annually renewed agreement for engineering services.

Bechtel and the Saudis coordinated the work of 150 contractors, including 27 Saudi companies, and 85 suppliers, of which 41 were Saudi companies.

Major problems included water supply and heat.


Four wells, each about a mile deep, were dug to supply water. The wells had to be supplemented with truck deliveries. A sewage treatment plant provided irrigation water for the imported greenery. Temperatures regularly reached 60 degrees centigrade (140 degrees Fahrenheit) in summer on the site.

More than 250,000 plants and trees have been imported to landscape the site. Twenty percent are kept in the airport's own nursery to provide replacement greenery.

Shrubs under special "growing lights" in the terminals are systematically rotated with plants from the nursery, which provides several square miles of controlled growing conditions.

The flowers and ground-cover vines help stabilize soil and trap dust that threatens to blow onto runways and into the airport buildings.

—JOSEPH FITCHETT



RIYAD BANK

YOUR GATEWAY TO BUSINESS IN SAUDI ARABIA

BALANCE SHEET AS AT 30-6-1403H - 13-4-1983	
Capital & Reserves	SR. 2,800 Million
Deposits	SR. 20,464 Million
Total Assets	SR. 42,225 Million

Head Office: P.O. Box 1047, Jeddah, Tel: 02-647-4777, Tlx: 401232 RYADEX SJ Regional Offices: Western Region: P.O. Box 9324, Jeddah, Tel: 02-647-1888, Tlx: 403086 Eastern Region: P.O. Box 229, Al-Khobar, Tel: 03-854-1182, Tlx: 670380 Central Region: P.O. Box 229, Riyadh, Tel: 01-404-2889, Tlx: 203192 Qassim Area: P.O. Box 1388, Buraydah, Tel: 06-323-4604, Tlx: 801091 Northern Area: P.O. Box 755, Tabuk, Tel: 04-423-5988, Tlx: 581221



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CONGRATULATES

**HIS MAJESTY KING FAHD BIN ABDULAZIZ
THE ROYAL FAMILY AND THE PEOPLE
OF SAUDI ARABIA
ON THE OCCASION OF THE DEDICATION OF
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مكتبة من الأصل

RIYADH

Khaled Eye Hospital Sets Urgent Priority On Disease Research

LONDON — About 90 percent of Saudi Arabia's citizens suffer from eye diseases that if left untreated could lead to blindness. This finding of initial research by the King Khaled Eye Specialist Hospital in Riyadh underlines the urgency behind the provision of first-class eye treatment services in the kingdom.

Toward the end of 1983 the eye hospital is planning to send research teams to all areas of the kingdom to gain a clearer picture of the scope of eye disease. A big problem is trachoma, an eye disease easily controlled in the early stages but virtually impossible to treat in the later stages. An easily transmitted disease, trachoma is considered endemic in Saudi Arabia.

No expense has been spared in setting up the 263-bed hospital. A hospital official described it as the best equipped of its kind in the world. Saudi Arabia's eye disease problems are reflected throughout the Middle East, and it has always been the government's intention to establish Riyadh as the Arab world's center for eye treatment and research," he added.

Located on the outskirts of the capital, near the new diplomatic quarter and King Saud University, the hospital's 10-story, white, marble-clad building is a prominent landmark in Riyadh. The building houses modern laboratories, laser and scanner equipment, and 12 operating rooms, each equipped with microsurgery equipment. There is a large outpatient department.

The compound includes housing for up to 1,500 staff. At present there are about 1,100 staff including 80 doctors, mostly American plus a few from Britain. There are about 20 American postgraduate students doing research. The out-patient staff is mainly from the United States, the United Kingdom and the Philippines.

The hospital is owned by the Ministry of Health, one of several state agencies, which with an important private sector, provide health services in the kingdom. It was built at a cost of about \$175 million by a local contractor, Saudi Oger. Designs were by a Houston-based firm, Candill, Rowlett and Scott.

A 40-month contract to manage the hospital was awarded in mid-

1982 to a joint venture between American Medical International's local affiliate, AMI Saudi Arabia and the Riyadh-based General Arabian Medical and Allied Services (GAMA). Set up in 1979, AMI Saudi Arabia is 40-per cent owned by the U.S. firm and the rest by Saudi interests. The chairman is a local businessman, Khaled Alireza. The company also operates and manages the 355-bed King Fahd General Hospital at al-Baha, providing health services for the smallest of Saudi Arabia's 14 administrative districts.

GAMA is owned by a Saudi entrepreneur, Fahd al-Athel. It recently won a management consultancy contract for the Ministry of Defense and Aviation's hospitals at Riyadh and Al Khair. The job previously was done by the Allied Medical Group of Britain.

The eye hospital started accepting patients in 1983 and has been "building up slowly and conservatively," a hospital administrator said. By the beginning of November it was "nearly 100 percent operational, two months ahead of schedule." The hospital is due at any time to be officially opened by King Fahd. As a specialist hospital the King Khaled hospital takes referrals from all health ministry hospitals and clinics in the kingdom. In the next 12 months the hospital will be open to referrals from all Arab countries.

The hospital's medical director, Dr. David Paton, 52, is former chairman of the ophthalmology department of Baylor University in Houston and is regarded as one of the world's top eye specialists. Dr. Paton founded Project Orbis, an operating theater in an aircraft that flies around the developing world teaching eye surgeons the latest techniques.

Dr. Paton is creating a residency training program at the hospital to teach Saudi and other Arab doctors state-of-the-art eye surgery. The hospital also has an academic affiliation with the King Saud University's medical school.

At the end of January 1984, the hospital will hold its first international ophthalmology symposium which it hopes will attract leading eye specialists worldwide.

—MICHAEL RITCHIE



Ready to go: Young Saudi swimmers.

Another Saudi Boom: Sports

By John Smith Wenrich

RIYADH — Saudi athletes are emerging as top contenders in the Arab world. Nowhere is this more apparent than in Riyadh, sports center of the kingdom. The government's General Presidency for Youth Welfare last year pumped 162 million Saudi riyals into 13 federations and sports clubs in Riyadh and throughout the kingdom.

Boys as young as six years old participate in the clubs. Sports facilities are the latest in equipment from pools to stadiums seating 35,000.

For hundreds of years, Muslims have been advised to be skilled in three sports: Shooting, swimming and horsemanship. And although camel racing and falconing, traditional sports in the desert, remain popular, stars such as Majed Ahmed Abdullah, 24, a soccer player known as the "Pelé of Saudi Arabia," have developed a following.

There are 53 Saudi basketball clubs; 58 boxing, bodybuilding, weightlifting and wrestling clubs; 90 cycling clubs; 8 fencing clubs; 154 soccer clubs; 55 gymnastics clubs; 69 handball clubs; 31 water-sports clubs including water polo; 132 track clubs and 123 volleyball clubs as well as Karate, shooting, tennis and table tennis clubs.

"Ten years ago we were nothing in sports," said Mr. al-Kuwaisheed. "Now we have developed ourselves."

Abdullah M. al-Athel, assistant deputy of financial affairs for the sports presidency, said the success of Saudi sports programs was attributable to planning and to the construction of new sports facilities. Mr. al-Ruwaisheed predicted that in 10 years, "We will have a great position among the top 10 countries in the world of sports ... in everything from players, coaches, and facilities."

Social Life: The Bashkah Clubs

RIYADH — The most powerful old-boy network in Saudi life is the family — usually closely intermarried with another family or two and these days usually extended throughout the country as the males move with their jobs. In politics and business, a typical Saudi puts his trust foremost in his sons and brothers, his cousins and nephews, and social life, Saudi style, often takes the form of family gatherings.

Networks of a new kind, however, are growing in importance as modern changes alter the habits of Saudi Arabians, particularly the younger generation. One of the most interesting is the *bashkah* — a slang word meaning roughly "our crowd" and signifying a group of perhaps half-a-dozen friends with a common bond who gather regularly for relaxed conversation.

"I usually spend several nights a week in my *bashkah*," said a ministerial-level Saudi official in Riyadh. "My friends and I spend the evening together or else some *bashkah* members and their wives have dinner together in one couple's house," he said.

Traditionally, *bashkahs* consist-

ed of relatives. But now there are *bashkahs* whose members come from different social backgrounds but have some shared experience. Usually they went to secondary school together — the elite attended Victoria College in Egypt in the 1950s — or went to university together, usually in Southern California, Arizona or Texas.

"My *bashkah* has three PhDs in economics, a medical doctor, two MAs in planning and a man who majored in business," a typical Western-educated Saudi official explained. "When I go down to Jeddah, I belong to another *bashkah* there, with a similar group of people."

Many new middle-class Saudi Arabians have slightly Westernized ideas about women and women's social role, and the *bashkah* is a secure setting for this more liberal approach, among friends. In addition, the growing number of Saudi "technocrats" — Saudis who owe their positions to modern skills and not their birth — often are frustrated by the traditional practices that permeate government bureaucracy.

The *bashkah* — especially among Saudis who attended the same U.S.

university along with their wives — seems to serve as an extension, in the kingdom, of the more relaxed atmosphere they shared in college.

The *bashkahs* are changing with the shifts in Saudi society. An Arabio-speaking Westerner in Riyadh said that "the old-boy network" based on having been to college together is very important among Saudi Arabians who went to the same place at the same time, and these groups are informally organized in *bashkahs*.

"But," he added, "these bonds are loosening as more Saudi Arabians get their college educations in the kingdom and as the students who still go abroad are spread out to a much wider range of U.S. universities."

Bashkahs, he predicts, will continue, but new networks will emerge among Saudis with similar views based on similar experiences inside the kingdom and reflecting a new sense among many Saudis of the need to protect themselves and their society from the foreigners and foreign influences that often appear overwhelming in Saudi Arabia's cities.

—JOSEPH FITCHETT

Foreigners: Time for Desert Wandering, Discovery of a Culture

Special to the IHT

RIYADH — A vital piece of advice given to new foreign residents in Riyadh is, "If you get lost, follow the planes." But after the new King Khaled International Airport opens, this will become outdated — the planes may well change their flight path and the drivers who can confidently relocate themselves by a sighting of a Saudia flight swooping in low from the south to land just northeast at a point where many of Riyadh's arteries meet, will soon find that there is less need for navigation by Saudia's help.

The complex of new roads linking the airport with the city and the main routes radiating across the kingdom are almost completed, lit, tree-lined, and, above all, are indicated in Arabic and English.

Driving around in a city where a new flyover or roadway opens daily is an interesting pursuit, and one bonus is a chance to look at the many new buildings being completed for private or corporate use — some updated versions of traditional Islamic architecture. In Jeddah, there are some spectacular modern sculptures. The slender minarets of some of the new mosques provide not only a reminder of the kingdom's traditional Islamic heritage but also a welcome break in the modern skyline of nodding cranes.

There are new shopping centers to visit in all the main cities, which foreigners find much cleaner as well as much bigger than they imagined. Even in the crowded *souks* areas, where one can buy everything from a priceless oriental carpet to a cheap digital timepiece that doubles as a ballpoint pen, there are crossways provided at strategic intervals. Recently, as part of a special effort to keep the city clean, employ-

ees of the waste-disposal company in Riyadh risked life and limb delivering little plastic litter bags to motorists waiting for the traffic lights to change.

The supermarkets have gleaming racks of goods from all over the world, as well as many locally produced dairy and bakery products. Some of the luxury furniture stores are more museums of modern taste than mere places to buy a sofa and some lamps. Traditional *souks* have been modernized in places but are still divided by commodity — gold and silver, tents, fish, falcons, ladies' caftans — long dresses, which by custom are worn by all women out of the home — cassettes, electrical goods, camels and sheep, charcoal and carpets. Just off the antiques *souk* is the area where the old men come in the autumn to buy their winter cloaks — known locally as *furawwas* — for cold desert nights.

There is considerable difference in the lot of an expatriate resident in Riyadh with his wife and family, possibly living in a modern villa on a compound, and his colleague on bachelor status. The latter is frequently accommodated in a mess or hotel, and lacks home as a base to entertain friends — eating in is still more popular than eating out in spite of the many new restaurants. He also has more time on his hands as his married colleagues have to drive the family car on all outings — women are not granted driving licenses.

Riyadh can be a welcoming place once initial effort is made, and there are reasonable sports facilities. Most people have access to a private swimming pool, and large compounds offer squash and tennis. There is some golf, noncompetitive running, water polo and riding. Jogging is not necessarily practical in a city

with so many roads in the making. There are formal sports complexes and clubs open to members, some linked to hotels, and in Jeddah and on the Gulf coast, the sea provides an ideal backdrop. The large number of foreign workers on single status who live on compounds well out of town have facilities for football, cricket, volleyball and basketball.

While some rugged individuals manage sport all year round, it is at the height of summer and on cold winter evenings that video, radio and tape cassette equipment comes into its own, for locals and expatriates. Cheap audio tapes can be bought everywhere — the current top 20 in the West is on sale along with the chewing-gum at the checkout counters in one Riyadh store, and another specialist shop prefers customers to collect in a mesh basket — with reduction for quantity. Films for video recorders can be found in the libraries in the city. To offset the rather indigestible diet of feature films, tapes with a typical evening's viewing at home are popular. Many people have TV games and personal computers.

One addition to armchair viewing that has been popular is Saudi Television's new second channel, which is mostly in English, with news in French and the occasional Indian film. While it gives young Saudis a chance to brush up their English, many foreigners have found the change from video refreshing. Apart from foreign-made series, there are documentaries on present and past happenings in the kingdom and short programs on Islam.

For many, ideas and information gleaned from the second channel and the two English-language daily newspapers, the Saudi Gazette and Arab News, may help prevent a wider drift forming between the Saudis

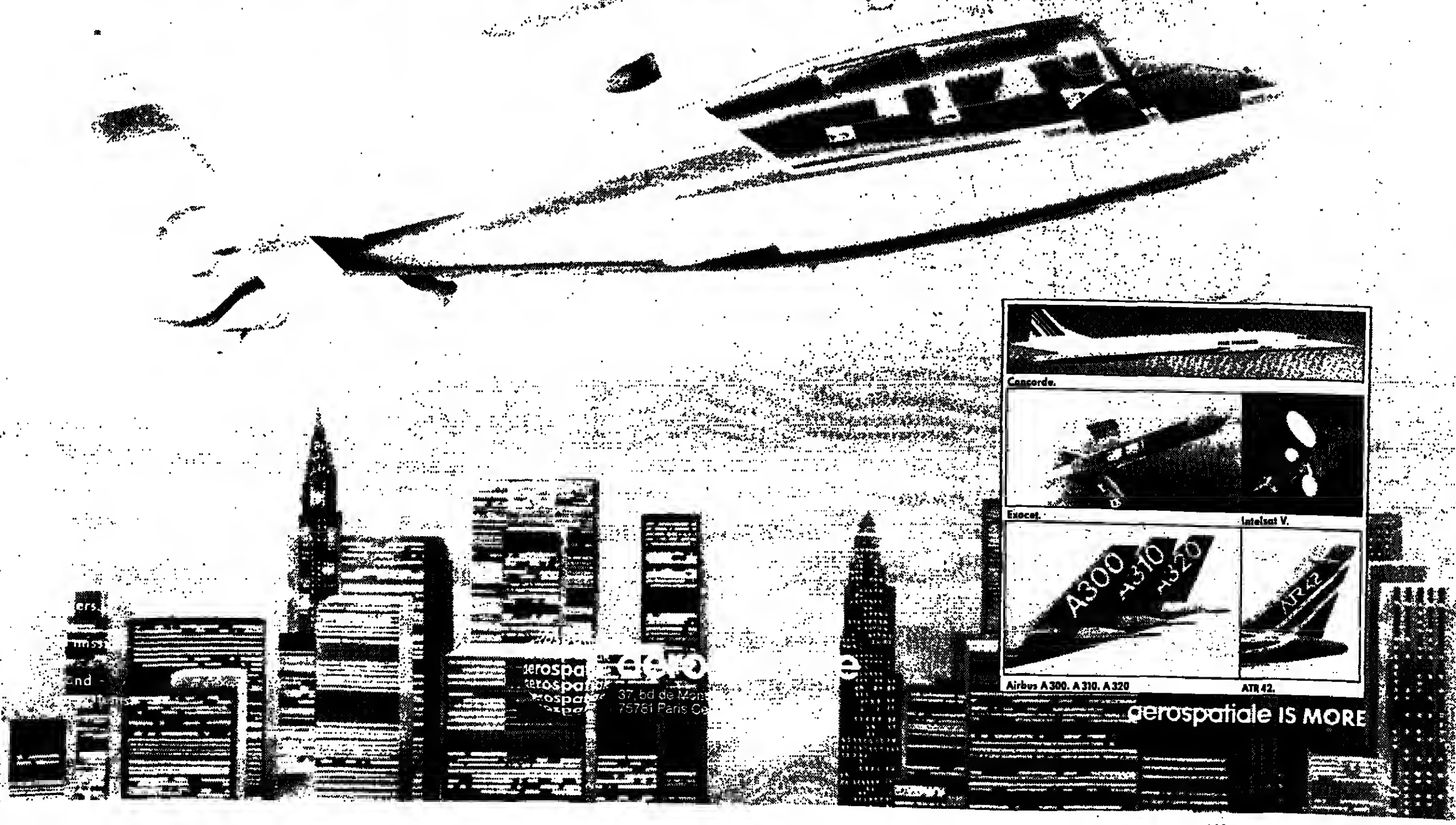
and their temporary guests, which has been made inevitable in a country where companies have grown large and impersonal, and expatriates have tended to congregate on new compounds. Those who live in local villas find that the traditional Saudi traits of hospitality are very much alive. The language barrier is more obvious among women than men. Very few women expatriates have much command of Arabic, which does restrict their horizons. But even their husbands see their own halting phrases being needed less and less in a country where the young are often fluent linguists.

At weekends, many expatriates and Saudis head for the desert, given enough expertise and suitable vehicles. The varied scenery, from stark escarpment and flat plain dotted with acacia to green date groves and sand dunes that change color from red to brown, attracts rare and interesting wildlife and flowers. There are gullies to explore and fossils to find. Campers can fall asleep under the stars with only the boot of an owl to break the silence, and the only reminder of today's technology the winking red satellites crossing the sky.

There is some company from bedouin families, in traditional black tents with flocks and water tanks outside, and the occasional coachload of Korean or Filipino picnickers in some seemingly inaccessible gully. However far from the city though, one is still aware of the presence of Islam, whether it is the sight of a tiny village mosque or a few Toyotas parked alongside the busy highway while their drivers sink to their knees in the direction of Mecca for the sunset prayer, far from the sound of the minarets.

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مركز امتحان الأصيل

RIYADH



Detail of the roof of the airport passenger terminal.

Airport Architecture: Islamic Themes

(Continued From Page 8)

and spaces all designed to be Islamic in spirit. "I think that the airport and King Saud University may be the most important work I have ever done," he said. "They gave me a chance to think deeply about the subject matter, and I had the freedom to work on the design and properly develop it. And for an architect to have the commission to do a whole new airport or university from scratch is a tremendous opportunity."

"It has really increased my palette," he said. Mr. Obata was born in San Francisco, the son of a Japanese artist, Chiura Obata, who went to America to paint its mountains, deserts and coast lines.

"He painted on silk," said Mr. Obata. "He was trained in the apprentice schools of Japan but decided when he was 20 to come to America to paint. There he was, in 1900, walking down Market Street in a kimono, speaking no English."

Eventually, a friend invited him to Berkeley to teach at the University of California, where Mr. Obata himself began studies.

World War II and the anti-Japanese hysteria on the Pacific coast intervened, however. "Pretty soon, I as a Japanese-American couldn't go from Berkeley to San Francisco without getting Army permission. And then one day there were notices on the telephone poles throughout 'Japantown' telling all Japanese-Americans to get rid of their personal possessions and to bring their clothes and meet at a certain bus station."

"My father was perhaps wiser than most and realized that internment might last longer than we all thought, so I applied to other schools and was accepted at Washington University in St. Louis. I left Berkeley on the eve of my family's departure for the camps."

Mr. Obata got a bachelor's degree in architecture from Washington University in three years and went to Michigan to study for his master's degree with Eliel Saarinen. It was with Mr. Saarinen that Mr. Obata began to approach design as philosophy rather than as style, believing that solutions to architectural problems came from the inside, from a program that made each building unique.

After Army service in Alaska and four years in the Chicago office of Skidmore, Owings and Merrill, where the Chicago school and the Bauhaus movement became added influences on his work, Mr. Obata returned to St. Louis as the chief designer for Hellmuth, Yamasaki and

Leinweber. In 1955 the practice split up, with Minoru Yamasaki taking control of the Detroit office and George Hellmuth, Mr. Obata and George Kassabaum forming a new firm in St. Louis.

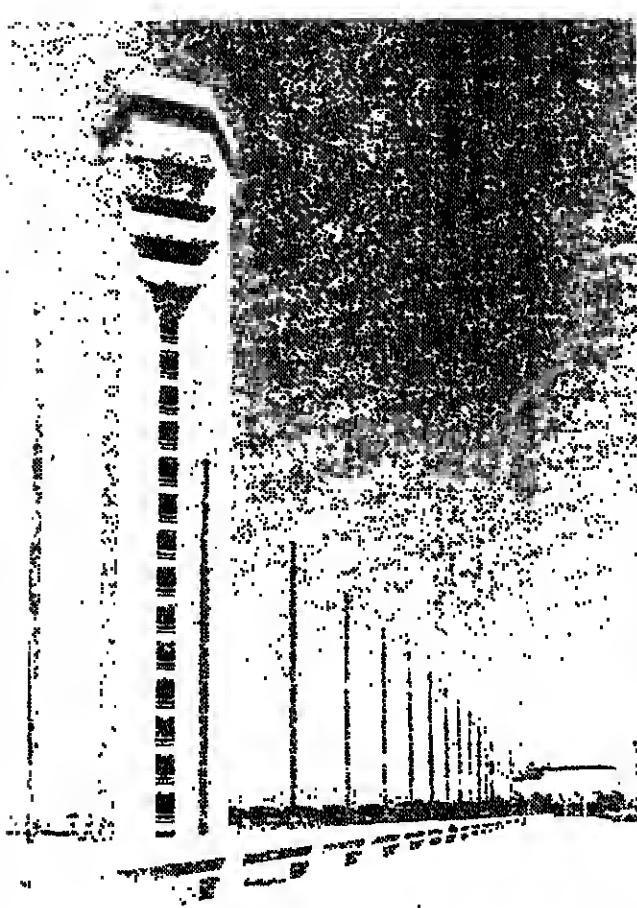
Establishing HOK's connections to the Middle East proved as involved as Middle Eastern lineage. One of the HOK partners had a friend whose daughter had married a Lebanese lawyer by the name of Roger Edde who in turn introduced them to Prince Saud bin Fahd bin Abdul Aziz, the king's son and a grandson of the nation's founder Ibn Saud.

Prince Saud's company, Universal Trading Establishment today represents HOK in the kingdom for a standard agency fee removed to be 5 percent.

Today, with the death in 1982 of Mr. Kassabaum and the semi-retirement of Mr. Hellmuth, Mr. Obata is president and chairman of the board. But, Mr. Obata said: "The structure that we established will assure the continuance of the firm."

"It was a perfect combination. Hellmuth did the marketing. He loved it and no one did it better. Kassabaum was responsible for operations and production and I was responsible for design. It's a perfect model for a new firm to follow."

The careers of Mr. Obata and Mr. Yamasaki continue to overlap. The first modern airport in Saudi Arabia, Dhahran International Airport, dedicated in 1961, was designed by Mr. Yamasaki. After Mr. Obata's Riyadh airport, the only major airport remaining to be built in the kingdom will be for the Eastern province. The architect is Mr. Yamasaki.



A ceremonial mall connects the royal terminal and the mosque at the King Khalid International Airport.

Capital Becomes Focus Of National Prestige

(Continued From Page 10)

supervised by the Committee for planning set up in 1978, chaired by Prince Salman. Urban planning remains makeshift because most of the land is owned by royal princes, there is no zoning and everyone with influence wants his place in the sun. But the committee is gradually imposing a feeling of order.

The committee's plan to renovate the old city center is an important and tricky operation of urban renewal. Tricky, because it will be one of the last fabulous series of contracts in the capital where the trickle-down form of wealth has slowed. Important, because it represents an attempt to preserve a traditional setting for Riyadh, under the growing pressure of foreign influence.

The plan is to raze most of the existing center — "Seventy percent of it has become unhabitable because of the dense traffic there around the souks and government offices," a sponsor of the plan said — and then rebuild the bazaars, homes and offices in traditional but more spacious architectural style.

The question, of course, is whether this planned center will come alive. A similar attempt at restoration in Jeddah, for example, has had trouble attracting Saudis back to the center once they have tasted the pleasures of suburbia, with its emphasis on the automobile and family living.

Prince Salman obviously is eager to maintain an urban environment and spirit in Riyadh despite its sprawling growth. He has urged foreign workers once encamped on the outskirts to move into town, a move that would reinforce the tentative cosmopolitanism emerging in the range of restaurants with national cuisine from Lebanese to Mexican and the choice of imported goods in shops.

But Saudi thinking is unmistakably divided on the question of cosmopolitanism, which many conservatives see as a threat to the Saudi spirit.

The decision to put all foreign diplomats in one neighborhood, for example, has met with a mixed reception. While most diplomats are ready to sacrifice the seaside distractions of Jeddah for Riyadh, many of them are disappointed at the thought of living in a diplomatic ghetto in a Riyadh suburb.

This pattern is not unique to Saudi Arabia. Similar segregated quarters are being prepared in Iraq — for security reasons — and in Bahrain, where the government wants to offer embassies choice sites on newly reclaimed seashore property.

In Saudi Arabia, the desire to provide good Western-style facilities for diplomats is probably less important than a wish to avoid friction between foreigners enjoying diplomatic status and some extremely conservative Saudi Muslims who might resent the influx of 100 embassies.

Potential friction between foreigners and Saudi conservatives ways is always present. It resurfaces regularly in incidents where Westerners are sent to Saudi jails, a practice that Saudi leaders cannot publicly modify without disavowing their own claim that Saudi justice, while tough, is equal for all.

Beneath these incidents, many Saudi Arabians show symptoms of feeling threatened in their own country by the substantial foreign colony in their midst. One way to meet this pressure is to reinforce constantly the special Islamic and Arab nature of the city — a practice that some critics compare to the phrase attributed to King Abdul Aziz to the effect that "as long as foreigners here only think about leaving as soon as possible, the kingdom is safe."

— JOSEPH FITCHETT

Al Kharj Base Symbolizes Defense Effort

(Continued From Page 9)

States can rapidly reinforce Saudi forces with effective sensor and command links.

The key ground based portions of this C-31 system will cost Saudi Arabia roughly \$4.6 billion, and the ultimate cost will be much higher since the actual system will include additional hardened command facilities for each military service and the National Guard.

These will be centralized at Riyadh, but other key facilities will be built throughout the kingdom. As a result, the true cost of the entire system, including the E-3A and tankers is likely to be well in excess of \$12 billion. Creating such an advanced C-31 system is involving the United States and Saudi Arabia in the most complex single planning and contracting activity in the history of U.S. military assistance.

Massive changes and significant cost savings have had to be made since the U.S. Congress approved the Saudi Air Defense Enhancement Package in the fall of 1980. Both the United States and Saudi Arabia have had to learn to cooperate on a new level, to alter contracting procedures and to simplify their plans.

Even so, the new system will be so advanced that it involves significant technical risks and so expensive that it is forcing Saudi Arabia to seek its first major technology transfer program to help reduce costs.

The system also promises to create major management and training problems for Saudi forces. It also poses a stiff challenge to the United States to ensure that Saudi Arabia gets what it pays for.

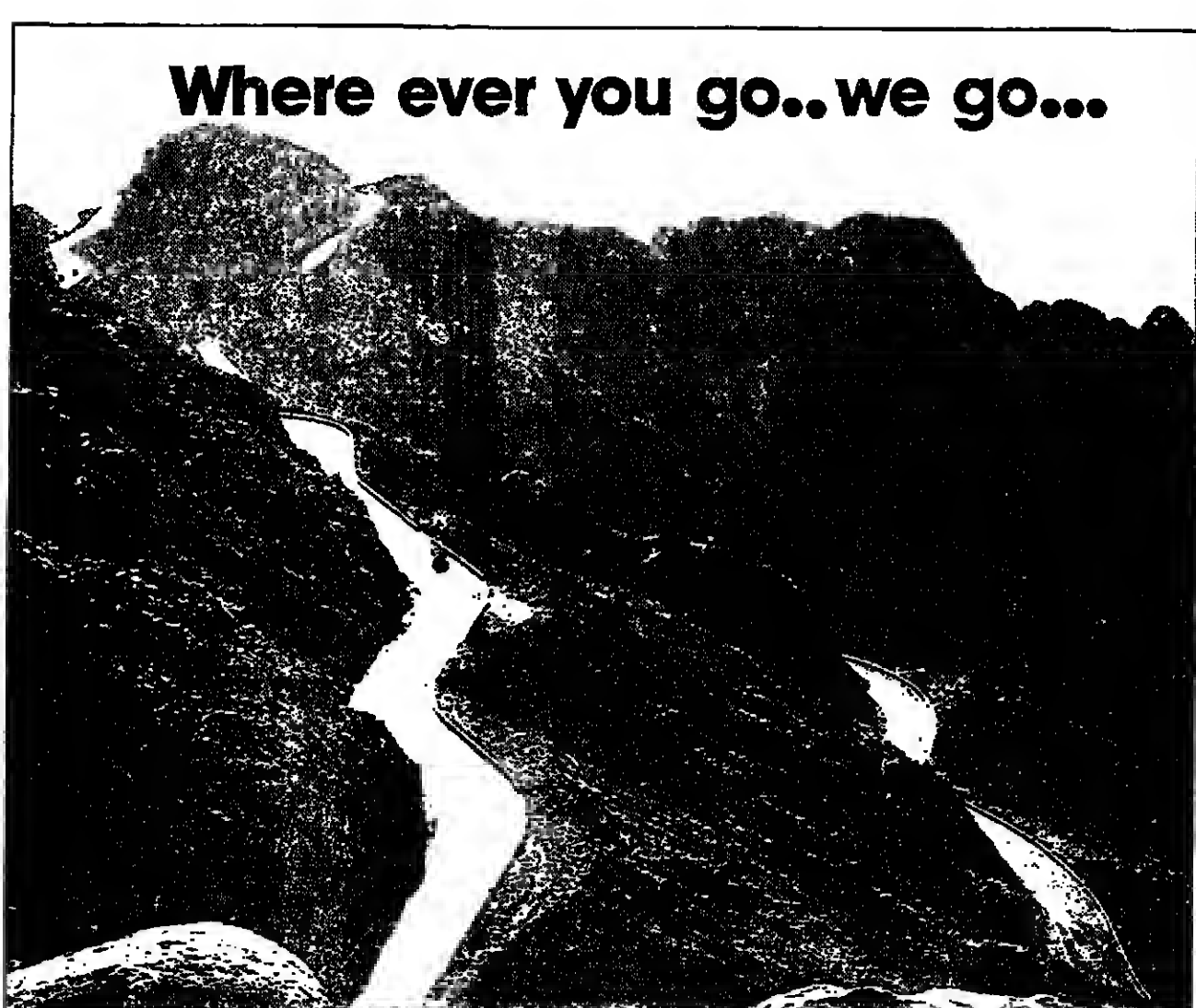
The new system is, however, the only way that Saudi Arabia can assume its own defense. Saudi Arabia's manpower limitations force it to choose state-of-the-art automation. Without the ability to use such an advanced C-31 system as a "force multiplier," Saudi Arabia would lack the fighter and land-based air-defense strength needed to defeat the kind of air threat that even a small state like South Yemen can build up by the 1990s. And it would lack the strength to enforce an unacceptable level of attrition on a much larger threat such as a rearméd Iranian Air Force.

Saudi Arabia's small neighbors — Bahrain, Kuwait, Qatar, Oman, and the United Arab Emirates — cannot place any confidence in either Saudi support or the Gulf Cooperation Council without the strength the C-31 system will give the Saudi force in supporting and reinforcing other Gulf states.

Perhaps most importantly, the conservative Gulf states could never strike a balance between their need for sovereignty and to avoid the

political problems inherent in basing U.S. combat forces, and their need for ultimate reliance on over-the-horizon reinforcements.

The new Saudi basing and C-31 system will confront any potential adversary — from South Yemen to the Soviet Union — with the prospect that the United States can provide as many as two to three wings of air reinforcements in a matter of days that will immediately be able to operate with a fully effective and compatible C-31 system.



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Business Traveling: A Guide to Riyadh

By Peter Theroux

RIYADH — As a stop for travelers, Riyadh offers competitive hotels and a variety of amenities. Following is a business traveler's guide.

• **Hotels:** Among the hotels are Marriott, Inter-Continental, both deluxe; Hyatt Regency Riyadh, Riyadh Palace of Trust House Forte, the Al Khazama of Swiss International and the Minhal, first class. Hotel rates range from 300 Saudi riyals to 250 riyals for a single. All hotels add 15 percent service charge and surcharges of 75 percent on telephone calls and 40 percent on telex charges.

• **Travel:** At present only Saudi Arabian Airlines services Riyadh. Reserving seats on international flights can be a problem at Christmas and the movable Muslim feasts of Eid al-Fitr, which falls in mid-July, and Eid al-Adha, around mid-September. The Saudi weekend is Thursday and Friday and it is advisable to book at least three days in advance for Wednesday, Thursday or Friday flights between Riyadh, Jeddah and Dhahran.

• **Entertainment:** Lacking theaters and discotheques, Riyadh offers various sports facilities. All hotels have swimming pools and health clubs. All have in-house video channels — the Inter-Continental has two — and bookstores. A car can be rented for the drive to Duriya, the old Saudi capital, about 10 kilometers (6.2 miles) from the city center for sightseeing among impressive ruins and palm groves.

• **Shopping:** The major souks are open on weekends until about 9 P.M. The Kuwaiti souk, at the southern end of Airport Street, is a sprawling old bazaar with adjacent gold and silver markets. Gold is the best buy in Riyadh and is sold by weight regardless of workmanship, at prices roughly corresponding to the morning's international gold fixings.

Handmade carpets, Arab coffee pots, incense, sandals and other general bazaar artifacts can be had at the Deira market, at the clock tower square in the center city, also the site of beheadings on some Fridays.

• **Driving:** Illegal U-turns or running stoplights are punished by three days in jail. There are no posted speed limits. Hot-rodging is popular.

• **Tips:** Do not wear shorts in public. Crossing legs with the sole of one's shoes facing anyone is considered offensive as is shaking hands with the left hand, asking questions about Saudi women, or complaining about the taste of the slightly bitter, cardamom-flavored Arab coffee. When you have had enough, simply wiggle the tiny cup and the coffee pourer will take it away.

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RIYADH — The Kingdom of Saudi Arabia is celebrating the opening of the King Khalid International Airport in Riyadh. The airport, which is the largest and most modern in the Middle East, is a major milestone in the Kingdom's development. The airport is located in the eastern part of the city, and it will serve as a major hub for international flights. The airport is expected to handle over 10 million passengers per year. The opening of the airport is a testament to the Kingdom's commitment to modernization and progress.

A Milestone in the Kingdom's Development. The Kingdom of Saudi Arabia is celebrating the opening of the King Khalid International Airport in Riyadh. The airport, which is the largest and most modern in the Middle East, is a major milestone in the Kingdom's development. The airport is located in the eastern part of the city, and it will serve as a major hub for international flights. The airport is expected to handle over 10 million passengers per year. The opening of the airport is a testament to the Kingdom's commitment to modernization and progress.

تذكروا من الأصل

RIYADH

Banking: Marketing the New Services

By Kevin Muhring

RIYADH — Amid the dramatic changes sweeping through Saudi Arabia's banking sector, Riyadh is setting the pace in a major new trend: marketing new banking services to compensate for lower earnings on traditional operations.

Although Jeddah, the kingdom's traditional banking center, retains its commercial pre-eminence, Riyadh has special assets that explain its recent surge in the banking world. Proximity to government ministries gives access to major contracts; and Riyadh is probably marginally more profitable than other urban areas because there is a stronger aversion to accepting interest on deposits.

As a result, half of the dozen banks operating in the kingdom have headquarters in Riyadh: Arab National Bank, Saudi American Bank, Saudi Investment Bank, Saudi Commercial Bank, and the newly created United Saudi Commercial Bank.

However, Jeddah will remain the financial center as long as National Commercial Bank and Riyadh Bank — the two big banks controlling at least 40 percent of the market between them — remain there.

Quiet official encouragement to emphasize Riyadh, however, has occasionally surfaced since the Saudi Arabian Monetary Authority moved to Riyadh in 1978. This year, for example, when Riyadh Bank and NCB led a consortium of Saudi banks to issue Saudi travelers' checks, the Saudi Travelers' Check Company had to be headquartered in Riyadh, even though the natural main market is the pilgrim gateway city, Jeddah, banking sources said.

The attractions of the two cities, however, are secondary to the major commercial trends becoming apparent.

After registering an average annual 26-percent growth since 1977, the consolidated assets of the banks increased by 12 percent in 1982, to \$36 billion. Growth in the first half of 1983 reached \$38.5 billion before falling back to a little more than \$36 billion by mid-September.

according to recent government statistics.

Despite the perception of increased risk, lending rates on the loans charged to prime corporate and "high net-worth individual" clients actually declined this year because of competition.

Similarly spreads between the loan rates sharply narrowed, as more Saudis increasingly overcame their initial resistance to accepting interest on their deposits, which in turn steadily drove up the cost of funds.

And while a fall in interest rates last year did decrease "service charges" — the euphemism for interest payments on deposits — "it only masked the underlying trend, which is the steady increase in the cost of funds," one treasurer said.

The banks this year have upgraded treasury operations with more dealers, automated back-office support and Reuters monitors in an effort to generate additional foreign-exchange income. Syndication departments have also been consolidated and upgraded. New cash management and related advisory services are perhaps the newest and most welcome services to be offered by the banks this year.

In view of Riyadh's emerging importance, it is not surprising that many of these new services or products were first introduced in the Riyadh market. For example, when Saudi American began to market its "SambaLink," in which a computer terminal is brought directly into the clients office allowing instant access to his accounts, the bank began with its list of wealthy clients in Riyadh.

Banks with a major presence in the capital also have an edge in getting the new contracts for which government ministries are a major source.

Now that all banks are at least partly Saudi-owned, everyone has been able to get access to the still

lucrative contracting market in Riyadh.

The banks are also drawn to further branching in the Riyadh area by the new growth areas in light industry, and in agricultural projects in the neighboring province of Qassim to the northwest of the capital.

SAMA, which oversees the banking system, looks favorably on the new services and products coming into the market, the branch expansion into the provinces, and the lending focus on newer economic sectors such as manufacturing and agriculture.

SAMA has also instituted much more restrictive policies in relation to the offshore banks. Its circular last January forbidding joint syndications between the domestic and the offshore banks was the culmination of previous efforts over the last five years to bring the rial market onshore.

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Portrait of a Discreet Financial Mover

Special to the IHT

RIYADH — The discreet entrepreneur in the world, Sulaiman Abdul-Aziz al-Rajhi, is a man of the Nejd.

He is senior partner in the Al-Rajhi Company for Currency Exchange & Commerce, a money-changing business that was transformed in September into the largest commercial bank in the kingdom.

Mr. al-Rajhi, 53, has a personal fortune estimated at \$3 billion.

Described as conservative, pious and modest, he is said only to differ from the austere people of the Nejd in that he occasionally smiles. He prays five times a day, lives simply and dresses with conspicuous modesty by wearing his robe the long Saudi shirt, slightly short. He strives to maintain his anonymity.

Mr. al-Rajhi's professional demeanor is reflective of the character of the Nejd as well. Before the wealth from the oil boom of the 1970s put pressure on traditional values, the Nejd was an area virtu-

ally free of crime; relations between men were built on respect. It was in this atmosphere that Mr. al-Rajhi and his brothers began exchanging currencies and gold.

When operations were expanded to Jeddah, in the 1950s and 1960s, Sulaiman and his brother Salih transacted business by entrusting documents and gold to passengers taking the twice-weekly flights between Riyadh and Jeddah. As each flight landed, a brother would step forward to collect his package from the stranger.

Mr. al-Rajhi, in a recent interview in *Euromoney* magazine, recalled the system: "I had a special jacket which took 15 kilos of gold on each side. I would walk to the airport in the evening, dig a hole in the ground, put the gold in it and go to sleep on it. It was as simple as that. In the morning I would get up, pray and go to the airport, where I would give it to a passenger. I never asked for a receipt, and we never lost any gold."

There were no phones then, and no hotels at the airport. But Mr. al-

Rajhi added that had there been a hotel, he would not have paid the price it would have asked.

Mr. al-Rajhi's Al-Rajhi Company for Currency Exchange & Commerce has not lost any gold — then or since — is a source of pride.

Abdullah Salih al-Rajhi, owner of the Abdullah Salih Al-Rajhi Establishment, nephew of Sulaiman, however became caught up in the silver market crash and was shut down by the Saudi government. The scandal came just as the government was seeking to begin regulating the free-wheeling businesses.

Although the money changers as a group lost business after the scandal, Mr. al-Rajhi's new company is likely to maintain its powerful position. With 178 branches throughout the kingdom, it has assets of more than \$4.6 billion and capital and reserves that exceed \$432 million. Mr. al-Rajhi and the three brothers in the partnership will maintain a 50 percent interest while a group of founders get 5 percent, employees 2 percent and the public 43 percent.

Construction: Billions in Any Currency

By Phillip Hastings

LONDON — To the casual visitor Riyadh appears to be a city wholeheartedly under construction. Virtually every road has been dug up to lay pipes for a sewer system, one of several major schemes to improve the city's infrastructure and services.

Among the major construction projects is development of a large diplomatic quarter to house foreign embassies and their staffs. The 10-square-kilometer (3.7-square-mile) site is about eight kilometers from the city center.

The project is run by a special Saudi government agency established in the mid-1970s to pave the way for the transfer of the kingdom's diplomatic community from the present center at Jeddah to Riyadh.

Contracts worth about \$500 million have been awarded in connection with the project and the three main contractors are Ibrahim Al Rashid Al Humaid of Saudi Arabia, Kunk Dong of South Korea and Mitsubishi Corp. of Japan.

The overall project was drafted by West German consultants including Heintz Wischer & Partner, Rhein-Ruhr Ingenieur Gesellschaft and Spearman Regional & Stadplaner.

Embassy buildings and housing will accommodate 125 embassies and about 25,000 to 30,000 residents by the year 2000.

At King Saud University, the third most prestigious project in the Riyadh area after the diplomatic quarter and the new airport, plans include building the world's most sophisticated planetarium outside the United States.

It will be housed in a 15-meter

(49-foot) tall domed building, which will feature a space theater equipped with special projectors. Reports in October suggested that tenders for construction of the planetarium are likely to be floated shortly.

Also being planned or under way in the Riyadh area are a number of projects relating to medical facilities, particularly those for military personnel and their dependents.

The National Guard, for example, was due in October to have

invited tenders for the construction of a liver hospital and research unit as well as a development that will offer housing and public buildings such as schools, shops, clinics and a mosque.

Expansion of the Interior Ministry hospital in Riyadh, for members of the security forces, began earlier this year. It is being undertaken by the Ballast Nedam group of Holland and Gustav Epple of West Germany.

The Saudi Defense and Aviation

Ministry recently put out for retendering a project for a new city at Al Khari, just south of Riyadh. Work is likely to include up to 800 housing units, shopping, recreation and health centers, schools, fire stations and up to a dozen mosques, as well as roads, sewerage, water and power.

A tighter economic climate in Saudi Arabia has resulted in a number of projects being put out for retendering. This pattern appears likely to be continued.

Horse Racing at the Riyadh Equestrian Club

RIYADH — The elegant clubhouse, shaped like a space-age doughnut, stands on Sitten Street, but the Equestrian Club's real business is done one block away from the headquarters' tennis and squash courts, pool, sauna, billiards and 600-seat restaurant — at the racetrack.

Here, under the snapping banners and Saudi Arabian flags, the aristocratic animals race every Monday, October through April, for purses of between \$3,000 and \$5,000 and the distinction of being the most prized horses in a land that knows its horses like no other.

All the racers are Arabians. Ironically, much importing has made that possible. Twenty years ago, according to Abdullah al-Bassam, the club's director general, there were virtually no pure Arabians to be found in Riyadh. The club was founded in 1965 by Prince Abdullah bin Abdul Aziz, now crown prince, commander of the National Guard and the club's chairman, with the principal aim of building up the capital's stables. Mr. al-Bas-

sem said. Only pedigreed horses were welcomed, and even now they may emigrate only for breeding purposes.

A horse, to gain entrance to the Saudi racing world, must produce a certificate of origin testifying to its birth, markings and behavior, a color photograph (no Polaroids) notarized by the exporting country's agriculture and interior ministries and the local Saudi consulate, and a veterinary certificate issued by competent breeding authorities. They may be imported solely by Saudis and for stud only.

The Equestrian Club itself, whose roster of 350 members reads like a Who's Who of Saudi Arabia, oversees much more than the Riyadh track; it also moves to the summer capital with the government every year for the July-August races in Taif.

More importantly, it organizes the Royal Camel Races. These are held annually in the spring at Jandriya, beyond Riyadh's northeastern suburbs. They usually are attended by the United Arab

Emirates' president, Sheikh Zayed bin Sultan al-Nahayan, in addition to other Gulf notables and everyone who is anyone in Saudi Arabia.

Between two and three thousand racing camels take part in the 19-kilometer (11.75-mile) laps. Sudanese and Egyptian camels race in the morning; Saudi camels in the afternoon. Although the animals' owners are generally wealthy camel aficionados, often princes, the riders to victory are almost always diminutive bedouin boys, and the prizes for the first 210 to show are obviously selected with the latter's desert lifestyle in mind.

Last year's winning camel jockey received a 2,000-gallon (7,600-liter) water tanker truck plus 1,000 sacks of camel provender; the runner received a new Range Rover with 900 sacks of feed; third prize was a four-wheel-drive jeep and 800 sacks of feed; fourth prize was a tent, three big boxes, and 700 sacks of feed, and so on; cash prizes ranged from \$10,000 for first place to \$890 for 200th place.

— PETER THEROUX

CONTRIBUTORS

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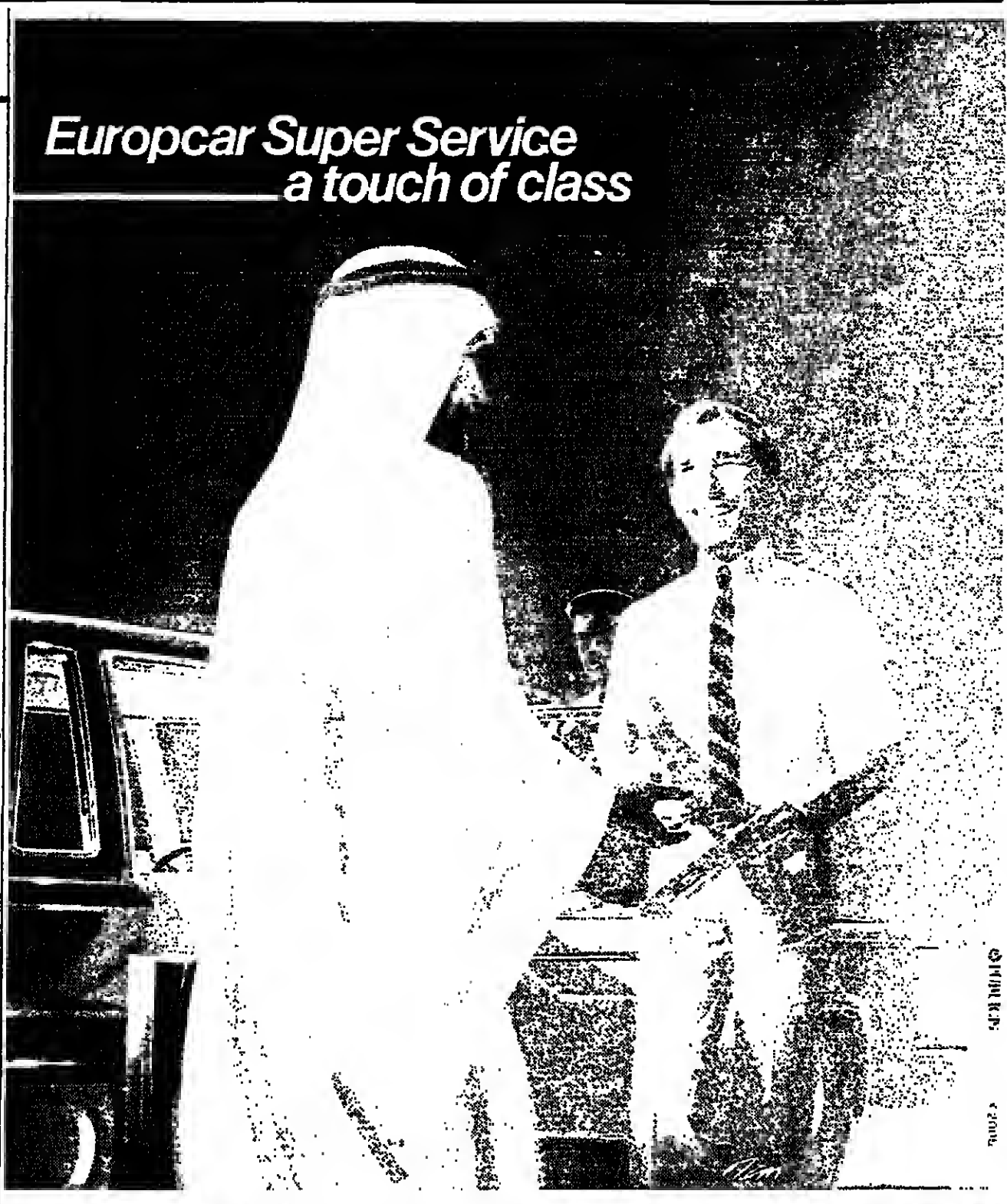
JOHN SMITH WENRICH is sports coordinator at the King Khalid Eye Specialist Hospital in Riyadh.

A Milestone in the Kingdom's Development



On the auspicious occasion of the inauguration of King Khalid International Airport, The Saudi British Bank congratulates H. M. King Fahad Bin Abdulaziz, Royal family and the people of the Kingdom of Saudi Arabia in achieving yet another milestone in the Kingdom's Development

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On the occasion of the forthcoming inauguration of the King Khalid International Airport, we convey our greetings and best wishes to:

His Majesty King Fahd Ibn Abdulaziz,
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H.R.H. Prince Sultan Ibn Abdulaziz, Second Deputy Premier, Minister of Defence and Aviation and Inspector General,
H.R.H. Prince Abdul Rehman Ibn Abdulaziz, Deputy Minister of Defence and Aviation,
Members of the Royal Family, the Government and the noble people of the Kingdom of Saudi Arabia.

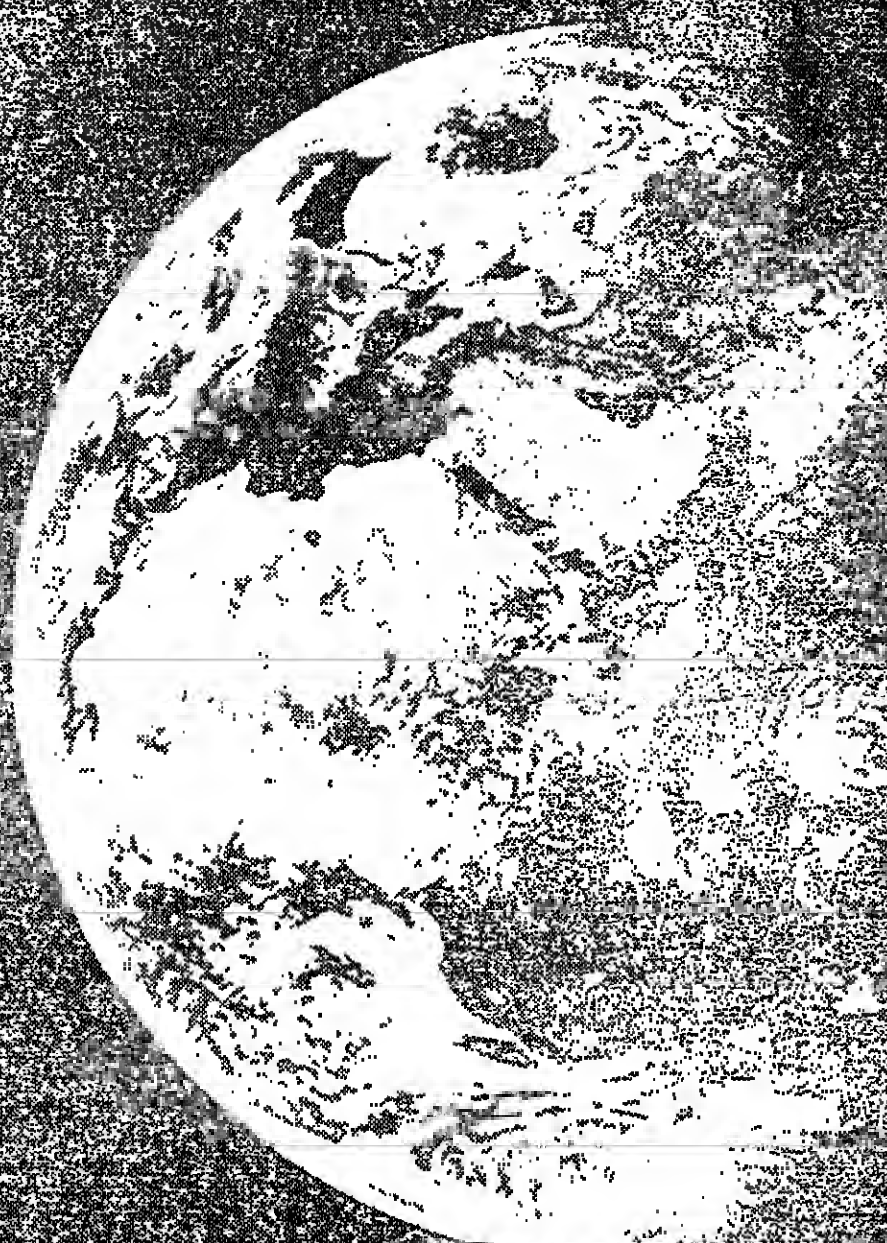
We further wish to congratulate the Presidency of Civil Aviation and International Airport Projects for their efforts in the successful and timely completion of the King Khalid International Airport which resulted in building one of the most sophisticated airports in the world.

We pray for never ending prosperity for the Kingdom of Saudi Arabia.

We are proud to have been a part of this accomplishment which is a tribute to Saudi Arabia's foresight, ingenuity, and innovativeness.

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One of the biggest fleets in the world flying to 36 countries worldwide. Welcome to our world.

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هكذا من الأصل

TECHNOLOG

Already Exist for P
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Vendors of
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Must Be Used

Two New Products

Two New Products

CURRENCY RATE

Interest Rate

Interest Rate

Interest Rate

Tables include the nationwide prices
Up to the closing on Wall Street

Tables include the nationwide prices
Up to the closing on Wall Street

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The net asset value quotations shown below are supplied by the Funds listed with the exception of some funds whose quotes are based on issue prices. The

The net asset value quotations shown below are supplied by the Funds listed with the exception of some funds whose quotes are based on issue prices. The

Bank	Interest/Min cost/Mo. Cost per Maxd 30d Act
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NSA/CSS NATIONAL MENTAL POLICE

[illegible]

(Continued on Page 6)

INTERNATIONAL
Herald Tribune
The Global Overview

هكذا عن الأصل

Good Progress Is Cited On Brazil Loan Pledges

NEW YORK — Commitments for a \$4.5-billion loan to Brazil have been coming in rapidly, according to a spokesman for the Inter-American Development Bank (IDB). The loan is part of a package designed to keep Brazil's foreign debt under control through 1984.

William R. Rhodes, chairman of the IDB's advisory committee, said last Wednesday that commitments were coming in from a broad range of banks, including the IDB's 100 member banks. He said the IDB was seeking to raise an amount equal to 11 percent of existing loans to Brazil.

Mr. Rhodes, a Citicorp senior vice president, said the commitments totaled more than \$3 billion and that "the telegrams are coming in fast and furious." The deadline for commitments was Thursday, and the committee is to report on the loan's progress by early next week to Jacques de Larosiere, managing director of the International Monetary Fund.

Although many banks in North America and Europe will be closed Friday for a holiday, some bankers expected that telegrams would continue to come in Friday and probably into the weekend. A Citicorp spokesman insisted, however, that the deadline was Thursday.

"If Mr. de Larosiere is satisfied that banks have made sufficient commitments to the loan, he is ex-

pected to recommend to the IMF executive board Nov. 18 that it approve Brazil's economic assistance program. Otherwise, he will probably argue that Brazil does not have enough financing to meet the program's targets.

The board's endorsement would clear the way for Brazil to receive several billion dollars in loans agreed upon earlier in the year but suspended in May when the country's economic performance failed to meet IMF targets. A \$4.5-billion IMF loan and a \$4.4-billion bank loan are frozen. Brazil's foreign debt is estimated at more than \$90 billion.

Banking sources said commitments from banks had quickened since Brazil's congress approved a measure Wednesday setting limits on wage increases. It had rejected a tougher wage measure last month.

Bankers in New York said that, although the IMF has not said publicly that the new law meets its requirements, they assume that the fund will be satisfied.

Mr. Rhodes said commitments were coming from medium-sized and small banks, which had been expected to put up the strongest resistance to lending Brazil more money. He said the smallest amount so far, \$19,000, was from a regional U.S. bank.

New Chairman Appointed by Lloyd's Council

International Herald Tribune
LONDON — Lloyd's of London, in the midst of instituting major reforms, named a new chairman Thursday.

The ruling council at the 300-year-old insurance market appointed Peter Miller to a one-year term, effective Jan. 1. Mr. Miller, 53, chairman of the insurance brokerage of Thos. R. Miller & Son, will succeed Sir Peter Green, 59, who is retiring from the council.

The council also elected Frank Barber, 60, a partner in the underwriting agency of Morgan, Fentiman & Barber, as senior deputy chairman, and Murray Lawrence, 48, a director of C.T. Bowring & Co., as junior chairman.

Mr. Miller will take office as Lloyd's institutes new rules aimed at increasing disclosure and reducing conflicts of interest. The market also must deal with investigations into several highly publicized scandals involving alleged misuse of funds by underwriters at Lloyd's.

"Lloyd's has gone through a period of intense reform," Mr. Miller said at a press conference. "We're coming out the other side."

U.S. Steel Chief Urges 5-Year Quotas; Complaint Filed Against Latin Nations

By Stuart Auerbach
Washington Post Service

WASHINGTON — The head of U.S. Steel Corp., launching an attack on growing imports of steel, called Thursday for five years of quotas and an end to multilateral loans for construction of Third World steel mills.

David M. Roderick also said at a National Press Club luncheon that his company filed trade complaints Thursday against Argentina, Brazil and Mexico accusing them of sending unfairly subsidized steel to the United States.

Legislation calling for a 15-percent quota on steel imports for the next five years was introduced Thursday morning in the House of Representatives by the congressional steel caucus, said Mr. Roderick, chairman of the nation's largest steel company as well as of the American Iron and Steel Institute. He also acknowledged that there was debate within the industry over whether to ask the U.S. International Trade Commission to determine if U.S. steelmakers are suffering from unfair injury from imports; such a move could trigger presidential quotas.

The House legislation is unlikely to draw any support from the Reagan administration, which has consistently voiced a free-trade philosophy, but Mr. Roderick said he

hoped to convince Democratic presidential candidates that quotas were needed.

Mr. Roderick attacked what he called the "dangerous levels" of imports, which now amount to one-fifth of the U.S. market. Since the United States and the European Community agreed to an import quota a year ago, Japan has also agreed to limit its exports, the gap has been filled by the Third World nations that Mr. Roderick took aim at Thursday.

He said suits were planned for early next year against South Korea, Romania, Spain and South Africa.

Mr. Roderick accused Argentina of subsidizing steel by 55 percent while closing its markets to steel products from other countries. He

said that Mexico's combined subsidies averaged 35 percent and that Brazil's went as high as 80 percent.

He said the Third World steel industry had been built by "uneconomic loans" from the World Bank and the International Monetary Fund "that have now become part and parcel of the international debt crisis."

Third World countries built government-owned steel mills as a matter of national prestige without any regard to the mills' economic viability, he charged. These create an "impossible" competitive situation for U.S., Western European and Japanese steelmakers, he said.

"We need to call a halt to such practices," he said. "International lending agencies have not been prudent in their loan practices."

After Apple and Peanut, Firm Bets There's Room for Apricot

(Continued from Page 19)

potter market treacherous. No European company has yet gained a significant share in the U.S. market for the upscale microcomputers designed for business use, though such giants as Olivetti, L.M. Ericsson, Philips and Triumph-Adler are trying.

For a small company, with neither an international reputation nor the ability to match the leaders' networks, the problem is compounded. Howard Hagen, a senior computer analyst at Dataquest, a research firm in San Jose, California, explained recently how a small manufacturer could succeed in microcomputers. "You have to be fast, and you have to be smart, and you can't make any mistakes," he said.

Mr. Hagen was referring to such companies as Osborne Computer. Osborne came up with an enormously successful portable computer but then failed to control costs and introduce a successor product in time. In September, the company filed for protection from creditors under U.S. bankruptcy law.

For ACT, the problems of Victor Technologies hit closer to home. California-based Victor, maker of the Sirius computer that ACT distributes in Britain, has laid off about half its employees since last summer and expects to report a third-quarter loss "substantially worse" than its second-quarter loss of \$11.1 million. Until Victor's problems surfaced, ACT planned to use that company's distribution network to sell Apricot outside Britain.

If Victor goes under, ACT's credibility as a supplier will be on the line. The company says it is prepared to make the Sirius itself but expects that another manufacturer would take over production of the machine.

ACT seems unlikely to succumb to the problems that hit Osborne and Victor. The British company can always fall back on its solid base in what Roger Foster, the 42-year-old managing director, calls "steady-gate" computer software, service, stationary and peripheral equipment.

The company started the current fiscal year with a cash balance of nearly \$10 million, and Mr. Foster said that it will not need to raise funds anytime soon. On Thursday, the company reported a pretax profit of \$1.81 million for the first half ended Sept. 30, compared with \$2.2 million for all of last year. Sales totaled \$20 million in the half, and

Mr. Foster said they will top \$50 million for the full year and \$100 million next year.

The question is whether ACT will turn into an international force in its market.

Overseas, the company is unproven. Exports totaled just 3 percent of sales last year. For the Apricot, which went into production last month, the company is counting heavily on Europe. Mr. Foster said he has lined up outside distributors in the Netherlands and West Germany and is looking for partners in other European countries.

"I'm absolutely confident that we can... dominate Europe" with the Apricot, he said.

ACT also has signed up distributors in Hong Kong, Australia and South Africa. In the United States, Mr. Foster said, the company is talking with ComputerLand and Sears, Roebuck & Co., both of which operate computer retail centers nationwide. Another possibility is to sell manufacturing rights to a U.S. computer maker that lacks a strong product in the micro range.

Most analysts say that ACT has a strong product in the Apricot, which sells for about \$2,200 to \$3,200 and can use most of the software written for the Personal Computer made by International Business Machines Corp. Whether the company can attract attention outside Britain is less clear.

"I think they're going to have great difficulty in Europe," said Gordon Curran, associate director of Intelligent Electronics Europe, a Paris-based market research firm. He noted that ACT will be up against IBM and other multinationals with much higher production volumes, deeper pockets and established customer bases.

Jack Summerscale, an analyst at the London stockbrokerage of de Zoete & Bevan, also has reservations. "It's going to be increasingly easy for the big boys to win," he said.

Even so, Mr. Summerscale and other analysts say ACT has at least a fighting chance internationally. Either Tyson, president of New York-based Rosen Research, said ACT has what she considers the two keys to the business: software and marketing.

"There will be other people besides IBM," he said. Mr. Foster, betraying no qualms about the shakeout, said ACT understands the danger of "getting carried away with too much growth too quickly." He added: "The companies that get shaken out deserve to get shaken out."

BUSINESS BRIEFS

General Foods Subsidiary Announces Reduced Coffee Operations in France

PARIS (Reuters) — Café Legal, a leading French coffee roaster and a subsidiary of General Foods Corp., said Thursday it will reduce its marketing and roasting activities at the beginning of 1984.

Café Legal will stop marketing its own brand of roasted coffee to private individuals but will continue to market in the service sector and roast for other brands, the company said. A company spokesman said this means the coffee operations of General Foods France will be cut by about 50 percent.

The spokesman said the changes were based on losses sustained in the roasting sector and on stiff marketing competition. He said the company will put extra effort into promoting its instant coffee and its other products, and into new activities.

Hitachi Denies Reported Settlement

NEW YORK (NYT) — An official of Hitachi's American subsidiary has said that the Japanese electronics company had not agreed to pay International Business Machines Corp. \$300 million as part of a settlement of a trade secrets suit.

Hiroshi Miyamoto, vice president and corporate secretary of Hitachi America Ltd. in New York, said he had talked to Hitachi headquarters in Tokyo about a published report that a \$300-million payment was made by Hitachi. "According to them, it's not correct," he said.

It was reported Wednesday that Hitachi had agreed to the payment to end IBM's suit and to avoid further embarrassment stemming from Hitachi's conviction on criminal charges of conspiracy, unfair competition, copyright infringement and racketeering. The agreement also allows Hitachi to use software that IBM claimed was stolen or derived from IBM technology.

NKK Reported to Be Cutting Dividend

TOKYO (Reuters) — Nippon Kokan is expected to reduce its dividend one yen, to four yen for a 50-yen nominal share, for the year ending March 31, 1984, according to company sources who said NKK expects a recurrent loss in the year of more than 10 billion yen (about \$42.5 million), against a 16.08-billion-yen profit in the previous year.

The sources said NKK is believed to have had a recurrent loss of about 14 billion yen in the six months ended Sept. 30 on sales of about 610 billion yen, compared with a 27.6-billion-yen profit on sales of 812.7 billion yen a year earlier.

They said the poor forecast for the year is based on a sharp decline in sales of seamless steel pipes, NKK's most profitable product, and a slump in sales by its heavy machinery division.

TWA Plans New Trans-Atlantic Routes

NEW YORK (UPI) — Trans World Airlines plans new routes between the United States and three Western European cities next April in a major expansion of its trans-Atlantic services.

On April 29, TWA will begin serving Amsterdam daily with nonstop service on Lockheed 1011 aircraft and Munich on a daily basis with one stop in Frankfurt on Boeing 747 planes. On the same date, TWA will introduce a Brussels flight with an intermediate stop at Amsterdam on Lockheed 1011s.

Coleco Will Also Raise Computer Prices

NEW YORK (UPI) — Coleco Industries has joined Atari Inc. in announcing substantial price increases for home computers. The increases followed Texas Instruments' decision two weeks ago to drop out of the market, and the introduction of the PCjr home computer by International Business Machines Corp.

Coleco said it would raise the price of its Adam Family Computer System on Jan. 1 from \$525 to \$650, and the price of its Adam module from \$385 to \$450.

COMPANY EARNINGS

Revenue and profit, in millions, are in local currencies unless otherwise indicated

Britain		United States		Year	
Revenue	Profit	Revenue	Profit	Revenue	Profit
Royal Dutch Shell					
3rd Quarter	1983	3rd Quarter	1983	3rd Quarter	1983
Revenue	1,272	Revenue	1,272	Revenue	1,272
Profit	450	Profit	450	Profit	450
Per Share	1.27	Per Share	1.27	Per Share	1.27
Alex. & Alex.					
3rd Quarter	1983	3rd Quarter	1983	3rd Quarter	1983
Revenue	1,272	Revenue	1,272	Revenue	1,272
Profit	450	Profit	450	Profit	450
Per Share	1.27	Per Share	1.27	Per Share	1.27
Unilever					
3rd Quarter	1983	3rd Quarter	1983	3rd Quarter	1983
Revenue	1,272	Revenue	1,272	Revenue	1,272
Profit	450	Profit	450	Profit	450
Per Share	1.27	Per Share	1.27	Per Share	1.27
Woolworth (F.W.)					
3rd Quarter	1983	3rd Quarter	1983	3rd Quarter	1983
Revenue	1,272	Revenue	1,272	Revenue	1,272
Profit	450	Profit	450	Profit	450
Per Share	1.27	Per Share	1.27	Per Share	1.27
Disney (Walt)					
3rd Quarter	1983	3rd Quarter	1983	3rd Quarter	1983
Revenue	1,272	Revenue	1,272	Revenue	1,272
Profit	450	Profit	450	Profit	450
Per Share	1.27	Per Share	1.27	Per Share	1.27

Grains

Commodity	Unit	Nov. 10	Nov. 9
Wheat	Bushel	1.12	1.11
Barley	Bushel	0.85	0.84
Oats	Bushel	0.65	0.64
Rye	Bushel	0.95	0.94
Sorghum	Bushel	0.75	0.74
Millet	Bushel	0.55	0.54
Buckwheat	Bushel	0.45	0.44
Flour	50 lb. bag	4.50	4.45
Feed	Ton	12.50	12.40

Oil

Commodity	Unit	Nov. 10	Nov. 9
Crude oil	Barrel	25.50	25.40
Gasoline	Gallon	1.15	1.14
Heating oil	Gallon	1.25	1.24
Jet fuel	Gallon	1.10	1.09
Coal	Ton	15.00	14.90
Wood	Cord	12.00	11.90
Charcoal	Bag	8.00	7.90
Firewood	Stack	10.00	9.90
Timber	Cubic foot	0.15	0.14
Paper	Ream	2.50	2.45

Livestock

Commodity	Unit	Nov. 10	Nov. 9
Cattle	Head	1.20	1.19
Hog	Head	0.85	0.84
Pig	Head	0.75	0.74
Sheep	Head	0.65	0.64
Goat	Head	0.55	0.54
Chicken	Dozen	1.50	1.49
Duck	Dozen	1.20	1.19
Turkey	Dozen	1.80	1.79
Quail	Dozen	1.00	0.99
Pheasant	Dozen	1.10	1.09
Partridge	Dozen	0.90	0.89
Guinea fowl	Dozen	0.80	0.79

Metals

Commodity	Unit	Nov. 10	Nov. 9
Gold	Ounce	380.00	379.50
Silver	Ounce	15.00	14.95
Copper	Pound	1.10	1.09
Aluminum	Pound	0.45	0.44
Zinc	Pound	0.35	0.34
Nickel	Pound	0.25	0.24
Lead	Pound	0.15	0.14
Tin	Pound	0.05	0.04
Platinum	Ounce	1,200.00	1,195.00
Palladium	Ounce	1,500.00	1,495.00
Rhodium	Ounce	2,000.00	1,995.00
Iridium	Ounce	2,500.00	2,495.00
Rosin	Barrel	1,000.00	995.00

Cash Prices - Nov. 10

Commodity	Unit	Nov. 10	Nov. 9
Wheat	Bushel	1.12	1.11
Barley	Bushel	0.85	0.84
Oats	Bushel	0.65	0.64
Rye	Bushel	0.95	0.94
Sorghum	Bushel	0.75	0.74
Millet	Bushel	0.55	0.54
Buckwheat	Bushel	0.45	0.44
Flour	50 lb. bag	4.50	4.45
Feed	Ton	12.50	12.40

Dividends - Nov. 10

Company	Dividend	Pay Date
General Motors	\$0.40	Nov. 15
Ford Motor	\$0.35	Nov. 15
Chrysler	\$0.30	Nov. 15
IBM	\$0.25	Nov. 15
Microsoft	\$0.20	Nov. 15
Apple	\$0.15	Nov. 15
Oracle	\$0.10	Nov. 15
Sun Microsystems	\$0.05	Nov. 15
Novell	\$0.04	Nov. 15
Lotus Development	\$0.03	Nov. 15
Intuit	\$0.02	Nov. 15
Parsons Technology	\$0.01	Nov. 15

U.S. Futures Prices Nov. 10

Commodity	Unit	Nov. 10	Nov. 9
Wheat	Bushel	1.12	1.11
Barley	Bushel	0.85	0.84
Oats	Bushel	0.65	0.64
Rye	Bushel	0.95	0.94
Sorghum	Bushel	0.75	0.74
Millet	Bushel	0.55	0.54
Buckwheat	Bushel	0.45	0.44
Flour	50 lb. bag	4.50	4.45
Feed	Ton	12.50	12.40

Financial

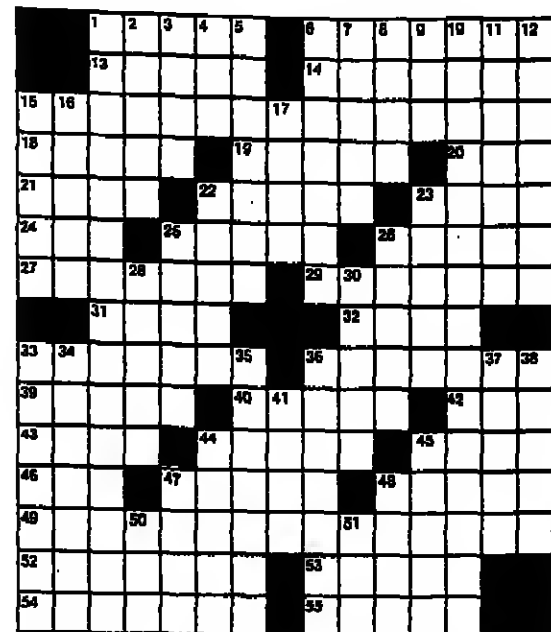
Commodity	Unit	Nov. 10	Nov. 9
Gold	Ounce	380.00	379.50
Silver	Ounce	15.00	14.95
Copper	Pound	1.10	1.09
Aluminum	Pound	0.45	0.44
Zinc	Pound	0.35	0.34
Nickel	Pound	0.25	0.24
Lead	Pound	0.15	0.14
Tin	Pound	0.05	0.04
Platinum	Ounce	1,200.00	1,195.00
Palladium	Ounce	1,500.00	1,495.00
Rhodium	Ounce	2,000.00	1,995.00
Iridium	Ounce	2,500.00	2,495.00
Rosin	Barrel	1,000.00	995.00

Stocks

Company	Price	Change
General Motors	45.00	+0.25
Ford Motor	35.00	+0.15
Chrysler	25.00	+0.10
IBM	150.00	+0.50
Microsoft	120.00	+0.30
Apple	80.00	+0.20
Oracle	60.00	+0.15
Sun Microsystems	40.00	+0.10
Novell	30.00	+0.05
Lotus Development	20.00	+0.02
Intuit	15.00	+0.01
Parsons Technology	10.00	+0.00

Commodity Indexes

Index	Value	Change
Grains	100.00	+0.10
Oil	100.00	+0.05
Metals	100.00	+0.02
Livestock	100.00	+0.01
Timber	100.00	+0.00
Paper	100.00	+0.00
Charcoal	100.00	+0.00
Firewood		



ACROSS

1 Wane
6 Does a smelly's job
13 Wicked city
14 Tomorrow's full-fledged physician
15 Grey's "Riders"
18 Twists about
19 Former Yankee pitcher
20 Third word of P. O. motto
21 Verdi opera
22 Semi-diameters
23 Monster
24 Opener
25 "One—! Lean raw-bon'd rascals!"

DOWN

1 Holmes adventure
2 Black tea
3 Summer drinks
4 Apex
5 Try to vie with
6 Well, in Soho
7 Zhou
8 Opposite of
9 Dads and lads

10 Sweet bread
11 Devour
12 Cassandra or Leek
13 Japanese seaport
14 Hit a pop-up
15 Motored
16 Noted Italian physicist
17 Villages' cousins
18 Challenges
19 Furtive looks
20 Talks wildly
21 Dissect
22 British style
23 Goes back into session
24 Volcanic orifices
25 Hayes or Harding
26 Roof edges
27 Active ones
28 Kingbird's kin
29 Begot
30 Blockhead
31 Anxious stare
32 Meadow
33 Jones averages

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DENNIS THE MENACE



"I BET YOU KEEP READING THOSE WORDS OVER AND OVER WHILE I KEEP TALKING AND YOU TRY TO MAKE BELIEVE I'M NOT HERE."

JUMBLE

Unscramble these four Jumbles, one letter to each square, to form four ordinary words.

Answer here:

Yesterday's Jumble: FAVOR DIT MOTION APICE

Answer: What the Greek god did when one of the goddesses brought him his drink — "HECTAR"

WEATHER

EUROPE

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Athens 10 14
Auckland 10 14
Belgrade 10 14
Berlin 10 14
Brussels 10 14
Bucharest 10 14
Cairo 10 14
Cape Town 10 14
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MIDDLE EAST

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OCEANIA

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Los Angeles 10 14
Lyons 10 14
Madrid 10 14
Manila 10 14
Mexico City 10 14
Miami 10 14
Moscow 10 14
New York 10 14
Ottawa 10 14
Paris 10 14
Perth 10 14
Phoenix 10 14
Rome 10 14
San Francisco 10 14
Seattle 10 14
Singapore 10 14
Sydney 10 14
Taipei 10 14
Tokyo 10 14
Toronto 10 14
Washington 10 14
Wellington 10 14
Yokohama 10 14

FRIDAY'S FORECAST — CHANNELL: Smooth, FRANKFURT: Cloudy and showers, Tams 13 (4-21). LONDON: Overcast, Tams 14 (10-20). PARIS: Partly cloudy, Tams 15 (10-22). ROME: Partly cloudy, Tams 16 (11-23). SYDNEY: Partly cloudy, Tams 17 (12-24). TOKYO: Partly cloudy, Tams 18 (13-25). WASHINGTON: Partly cloudy, Tams 19 (14-26). YOKOHAMA: Partly cloudy, Tams 20 (15-27).

PEANUTS

EVERY VETERAN'S BILL, I GO OVER TO BILL MAULDIN'S HOUSE TO QUAFF A FEW ROOT BEERS

TELL BILL I ALWAYS LIKED THE CAPTAIN SAYS "BEAUTIFUL VIEW! IS THERE ONE FOR THE ENLISTED MEN?"

I'LL TELL HIM

I HAVE TO HURRY... HE'S PROBABLY ABOUT SIX ROOT BEERS AHEAD OF ME...

BLONDIE

BOSS, MAY I BORROW \$20?

BUMSTEAD, I NEVER ASKED MY BOSS FOR A LOAN

IF I NEEDED A LOAN I'D ALWAYS ASK MY FATHER

OKAY, WHAT'S HIS NUMBER?

BEETLE BAILEY

YOU HAVEN'T TAKEN ANY LAUNDRY IN FOR A LONG TIME, BEETLE

I KNOW! I KNOW!

I WISH EVERYONE WOULDN'T MAKE SUCH A POINT OF IT

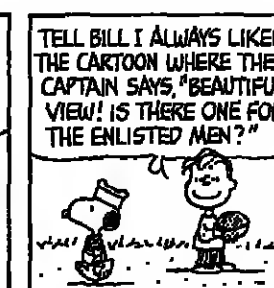
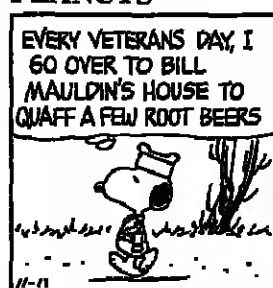
ANDY CAPP

MUMS GOT A LOVELY STRONG SINGIN' VOICE

REALLY? THE PLACE DOESN'T IT?

I'LL POP OVER TO THE KING'S ARMS AND GIVE IT A BIT MORE ROOM

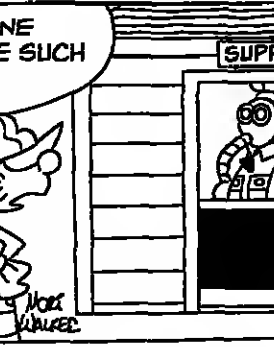
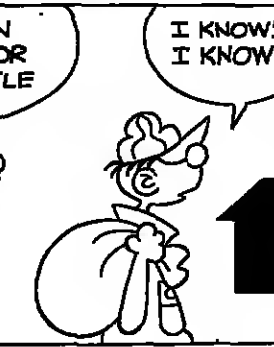
PEANUTS



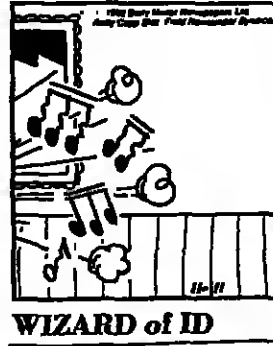
BLONDIE



BEETLE BAILEY



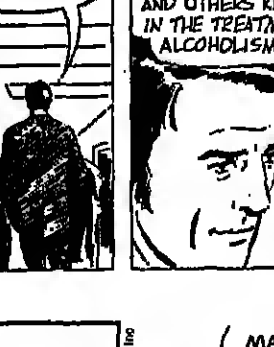
ANDY CAPP



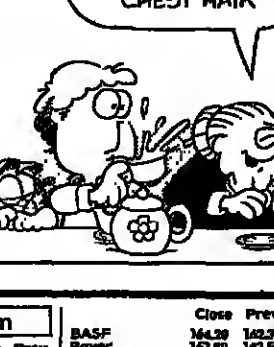
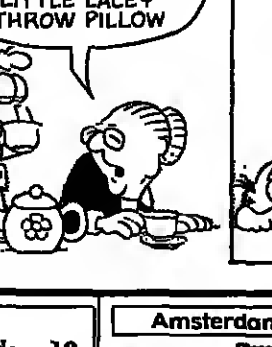
WIZARD OF ID



REX MORGAN



GARFIELD



BOOKS

PARALLEL LIVES:

Five Victorian Marriages

By Phyllis Rose. 318 pp. \$16.95.

Knopf, 201 East 50th St., New York, N.Y. 10022.

Reviewed by Anatole Broyard

MARRIAGE, according to Phyllis Rose, is a narrative construct or *romance*. "Happy marriages," she says, "seem to be those in which the two partners agree on the scenario they are enacting," even, as is often the case, when they experience it differently. In unhappy marriages, she sees "two versions of reality rather than two people in conflict." For her, the conventions of marriage are a form of literature, often bad literature. As she puts it in this brilliant and original book, "easy stories drive out hard ones." Most couples would sooner live in the style of the best-seller than the novel of sensibility.

Marriage, Rose argues in "Parallel Lives," resembles an aesthetics of power. Love may be "the momentary or prolonged refusal to think of another person in terms of power." As she sees it, marriages go bad not because love fades — for love can modulate into affection or something equally satisfying — but because the partners' love is no longer strong enough, or young enough, to inhibit the struggle for power.

Rose is the author of "Woman of Letters," a well-received study of Virginia Woolf. She begins "Parallel Lives" by suggesting, with just the right ironical inflection, that people enter into marriage "because of its narrative appeal, the clear-cut beginnings and endings it offers, the richly complicated middle." Even a less than happy marriage may be preferable to the ambiguity or possible anomic of a single life.

Rose elected to write about the marriages of Jane Austen and Thomas Carlyle, Eliza Follen and John Ruskin, Harriet Taylor and John Stuart Mill, Catherine Hogarth and Charles Dickens, George Eliot (Marian Evans) and George Henry Lewes because they offer interesting variations on the theme of conjugal power and because they are so fully documented. While she concedes that marriage has changed in this century, Rose believes that the lessons of these five famous couples still apply to us.

Jane Austen was handsome, clever and rich — too much of a catch to resign herself to marrying Thomas Carlyle, who was just beginning to make his name. However, she allowed Carlyle to educate her, to shape her mind, and she shaped it around himself. With no other husband could she live on such a high intellectual level. The fact that Carlyle was either incapable of or indifferent to sexual consummation seemed less important to her than his other capacities. It might be said that Jane eroticized the life of the mind.

On his wedding night, John Ruskin, the most famous artist of his age, was shocked to find his young wife's body different from what he had imagined. It was, he said, "not

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On his wedding night, John Ruskin, the most famous artist of his age, was shocked to find his young wife's body different from what he had imagined. It was, he said, "not

formed in exultant passion" — or at least not his passion. Judging by what Eliza's doctor later said, there was nothing unusual about her body, and perhaps this was the source of Ruskin's dismay. It was a human body, not a work of art, and a body, by definition, cannot be sublime. To demand that it should be was unreasonable even in a Victorian husband.

Bored by her husband's conversation and disgusted by his sexual attentions, Harriet Taylor agreed to stay married to him only if she could have John Stuart Mill as well. From the evidence, this triangle appeared to have been chaste, and when Taylor died, which allowed Harriet and Mill to marry, they may have continued in that way, like the Carlysles. The difference is that Mill, one of the greatest political thinkers of his time, allowed his wife to dominate his thinking, while Carlyle confined Jane to a domestic role.

After Catherine Dickens had borne him 10 children, the 46-year-old Charles Dickens, the bard of domesticity, published a letter in the newspapers that began with "Mrs. Dickens and I have lived unhappily together for many years." Bricking up the door between their bedrooms and covering it with bookshelves, Dickens finally maneuvered his wife into leaving him. Though he was in love with a young actress named Ellen Ternan, for a long time he saw her only in secret, since, as Rose puts it, he was married to his public, a "vast feminine abstraction."

Rose regards George Eliot, or Marian Evans, and George Henry Lewes as her favorite couple. Unhappy with his flagrantly unfaithful wife, Lewes fell in love with Evans, in spite of her so-called ugliness. Though they could not marry, they lived happily as man and wife for 24 years. Perhaps they were helped, Rose suggests, by being "spared the burdens of respectability." "Treated as sinful lovers," she writes, "they remained lovers."

Only two of these five couples broke up: the Austens and the Dickenses. With sympathy and insight, Rose shows us how the other three survived. Each was a different and intriguing example of the much more complex plot or scenario that she thinks marriage needs. In a sense, Marian Evans and George Henry Lewes were the least original: they just enjoyed one another.

At the end of her remarkable book, Rose feels "a bewildered respect for the durability of the pair, in all its variations." Shifting in her summation from the Victorians to the present, she sees equality as the most promising condition for happy contemporary marriage. But since even D.H. Lawrence, equality's apostle, could never arrive at a satisfactory image of it, husbands and wives will just have to go on "sparring" with each other. Yes, that's what Rose says: "sparring." It's a more subtle prescription than it may seem at first glance. Better than fighting, it has an active, probing, perhaps even an erotic connotation. With a little talent and effort, sparring might take on some of the grace of choreography.

Anatole Broyard is on the staff of The New York Times.

BRIDGE

By Alan Truscott

SUPPOSE that you had a slam that obviously depends on a finesse. Playing rubber bridge you would certainly hope that the finesse would win, in special circumstances, hope that the finesse would lose.

Consider, for example, the diamond deal. South took a shot at six diamonds when his partner opened one no trump. He could, of course, have adopted a slower approach, to determine whether there were two probable quick losers, but he did not wish to give the opponents the information that would help them find the most effective opening lead. As it happened, there was no lead that could hurt him.

West led the heart ten, and South saw that he had 12 tricks if East held the club king. But if that were the position, the other six diamond declarers would do just as well.

However, South saw that he could probably make his slam if West held the club king, and hoped for that. The other declarers might not have the playing expertise to find the road to 12 tricks.

South won the heart lead in dummy and threw a spade loser on the remaining heart winner. He then ruffed a heart, led

to the spade ace and ruffed a spade. He then led to the diamond queen, ruffed the last spade and returned to the diamond king.

The position was now this:

NORTH

74
83
373

WEST

98
1083

EAST

210
7

SOUTH

7
A8
A98

Both sides were vulnerable. The bidding:

North: 1NT, 2NT, 3NT, 4NT, 5NT, 6NT, 7NT, 8NT, 9NT, 10NT, 11NT, 12NT, 13NT, 14NT, 15NT, 16NT, 17NT, 18NT, 19NT, 20NT, 21NT, 22NT, 23NT, 24NT, 25NT, 26NT, 27NT, 28NT, 29NT, 30NT, 31NT, 32NT, 33NT, 34NT, 35NT, 36NT, 37NT, 38NT, 39NT, 40NT, 41NT, 42NT, 43NT, 44NT, 45NT, 46NT, 47NT, 48NT, 49NT, 50NT, 51NT, 52NT, 53NT, 54NT, 55NT, 56NT, 57NT, 58NT, 59NT, 60NT, 61NT, 62NT, 63NT, 64NT, 65NT, 66NT, 67NT, 68NT, 69NT, 70NT, 71NT, 72NT, 73NT, 74NT, 75NT, 76NT, 77NT, 78NT, 79NT, 80NT, 81NT, 82NT, 83NT, 84NT, 85NT, 86NT, 87NT, 88NT, 89NT, 90NT, 91NT, 92NT, 93NT, 94NT, 95NT, 96NT, 97NT, 98NT, 99NT, 100NT, 101NT, 102NT, 103NT, 104NT, 105NT, 106NT, 107NT, 108NT, 109NT, 110NT, 111NT, 112NT, 113NT, 114NT, 115NT, 116NT, 117NT, 118NT, 119NT, 120NT, 121NT, 122NT, 123NT, 124NT, 125NT, 126NT, 127NT, 128NT, 129NT, 130NT, 131NT, 132NT, 133NT, 134NT, 135NT, 136NT, 137NT, 138NT, 139NT, 140NT, 141NT, 142NT, 143NT, 144NT, 145NT, 146NT, 147NT, 148NT, 149NT, 150NT, 151NT, 152NT, 153NT, 154NT, 155NT, 156NT, 157NT, 158NT, 159NT, 160NT, 161NT, 162NT, 163NT, 164NT, 165NT, 166NT, 167NT, 168NT, 169NT, 170NT, 171NT, 172NT, 173NT, 174NT, 175NT, 176NT, 177NT, 178NT, 179NT, 180NT, 181NT, 182NT, 183NT, 184NT, 185NT, 186NT, 187NT, 188NT, 189NT, 190NT, 191NT, 192NT, 193NT, 194NT, 195NT, 196NT, 197NT, 198NT, 199NT, 200NT, 201NT, 202NT, 203NT, 204NT, 205NT, 206NT, 207NT, 208NT, 209NT, 210NT, 211NT, 212NT, 213NT, 214NT, 215NT, 216NT, 217NT, 218NT, 219NT, 220NT, 221NT, 222NT, 223NT, 224NT, 225NT, 226NT, 227NT, 228NT, 229NT, 230NT, 231NT, 232NT, 233NT, 234NT, 235NT, 236NT, 237NT, 238NT, 239NT, 240NT, 241NT, 242NT, 243NT, 244NT, 245NT, 246NT, 247NT, 248NT, 249NT, 250NT, 251NT, 252NT, 253NT, 254NT, 255NT, 256NT, 257NT, 258NT, 259NT, 260NT, 261NT, 262NT, 263NT, 264NT, 265NT, 266NT, 267NT, 268NT, 269NT, 270NT, 271NT, 272NT, 273NT, 274NT, 275NT, 276NT, 277NT, 278NT, 279NT, 280NT, 281NT, 282NT, 283NT, 284NT, 285NT, 286NT, 287NT, 288NT, 289NT, 290NT, 291NT, 292NT, 293NT, 294NT, 295NT, 296NT, 297NT, 298NT, 299NT, 300NT, 301NT, 302NT, 303NT, 304NT, 305NT, 306NT, 307NT, 308NT, 309NT, 310NT, 311NT, 312NT, 313NT, 314NT, 315NT, 316NT, 317NT, 318NT, 319NT, 320NT, 321NT, 322NT, 323NT, 324NT, 325NT, 326NT, 327NT, 328NT, 329NT, 330NT, 331NT,

SPORTS

Skill as Mediator Sets O'Brien Apart From Other Czars of U.S. Pro Sports

Washington Post Service

NEW YORK — Involvement and change were the trademarks of Larry O'Brien's tenure as commissioner of the National Basketball Association.

These trademarks set O'Brien, who has announced his intention to step down as the league's commissioner when his contract expires on Feb. 1, 1984, apart from his contemporaries in the other pro leagues.

Last March, as the NBA season was winding toward the playoffs, it also appeared to be winding toward its end. O'Brien, with his political skills and mediator's skills, however, participated in every negotiating session and a settlement was achieved without a strike.

Major league baseball's departing commissioner, Bowie Kuhn, and National Football League Commissioner Pete Rozelle were widely criticized for their non-involvement during their sports' labor disputes, both of which resulted in long, costly and acrimonious strikes.

Baseball and pro football also have been the focus of stories and investigations centering on players' use and possession of cocaine and other drugs. Those leagues had been accused by some of not crack-

ing down hard enough on the players involved.

But earlier this year, O'Brien and Bob Lanier, president of the NBA Players Association, announced an agreement on a policy under which a player found guilty of drug use or possession can be suspended for life.

Perhaps the most noticeable rule change during O'Brien's tenure was the adoption, in 1979, of the three-point field goal. It had been one of the unique pro basketball rules which had seemingly died with the NBA-ABA merger.

But the most important change in the league under O'Brien occurred in the relationship between the players and owners, a revolution, almost, in professional sports.

In 1976, the NBA and the Players Association settled the Oscar Robertson antitrust case, involving the suit filed by the players association.

The settlement created free agency for the players and paved the way for the dissolution of the American Basketball Association, whose four strongest franchises — the Nets, Denver, San Antonio and Indiana — then joined the established league. Dallas was added later as an expansion franchise, for the current total of 23 clubs.

On March 31, 1983, the league

and Players Association signed a labor agreement considered a landmark in pro sports, an agreement that made the owners and players virtually partners in the sport's future.

Among the key elements of the contract was an agreement by the players to a cap on the amount each team can spend on salaries and benefits. In return, the players are guaranteed 53 percent of the defined gross revenues of the league.

On Wednesday, O'Brien, at his news conference to announce his retirement plans, described the settlement of the Robertson case as the high point of his tenure.

(Perhaps the most telling tribute after O'Brien announced he was stepping down came from Larry Fleisher, the general counsel of the National Basketball Players Association. The Associated Press reported.

"He was very, very effective in marshalling his side to make common-sense deals that would help the sport," Fleisher said. "The way to measure the man's contributions is to look at where the league was when he came in and where it is today. There is no question it is stronger and in better position to grow in the 1980s."

A number of team owners have voiced displeasure with O'Brien and some would have preferred another commissioner. But among the owners Wednesday, there was little other than praise for the departing commissioner.

O'Brien, 66, was vague as to his reasons for giving up the position he has held for eight and a half years. "It's just time to do something else," he said.

O'Brien would not talk about his plans, but people close to him said he most likely will return to politics. O'Brien is a former national chairman of the Democratic Party and served as John F. Kennedy's campaign director in 1960.

O'Brien said he would continue to work vigorously for the remainder of his term, with his prime concern the settlement of the league's lockout of its referees. A meeting between the two sides Thursday broke off after two hours, and O'Brien said he has called for an owners meeting next week to discuss the issues.



Warren Moon

... I don't want to come into the NFL just because it's the NFL.

Warren Moon: A Truly Free Agent Star CFL Quarterback May Attract Record NFL Contract

By Michael Janofsky

New York Times Service

LOS ANGELES — If one happens to have a craving for chocolate chip cookies in Edmonton, Alberta, five varieties are available at the W. Moon Chocolate Chippery, including the top-of-the-line Warren Moon Special.

Around Edmonton, Warren Moon, quarterback, is also something special. He has been with the Edmonton Eskimos of the Canadian Football League team since 1976 and its starter since midway through the 1980 season.

The Eskimos have won the last five Grey Cup games, the CFL's championship game, and could win another with three victories in the playoffs. The Eskimos will meet the Winnipeg Blue Bombers in the Western Conference semifinal on Sunday. The Eastern Conference semifinal pits the Hamilton Tiger Cats against the Ottawa Rough Riders the same day.

The Eskimos' record over the six seasons Moon has been there is 68-23-5, and Moon has completed 57 percent of his passes for 21,228 yards and 144 touchdowns. This season, the team was 8-8, and he set league records with 664 passes, 380 completions and 5,648 passing yards. Yet for more reasons than league championships or personal statistics, Moon has become something special beyond Canada.

His contract with the Eskimos expires next March 1, and because he signed his first contract with them several months before the National Football League college draft, an NFL team had drafted him. That means that after March 1 Moon is free to sign with the team of his choice in the NFL or the CFL, with no compensation required in either league. He could also sign with the United States Football League.

In short, Moon could become the highest-paid player in the history of professional football, earning perhaps more than \$1 million a year.

Already the lines have formed. Leigh Steinberg, Moon's lawyer, said this week that "we have received inquiries from a number of teams" in the NFL, but that negotiations will not begin until Moon's current contract has expired.

"This will not be a bidding war," Steinberg said from his office in Berkeley, California. "Our feeling is that the money we're looking for is going to be there, whether 2, 5, or 10 teams are in the running. Warren will sign an excellent contract, and not necessarily with the team that offers him the most money."

SPORTS BRIEFS

Action on Sports Violence Is Expected

STRASBOURG, France (AP) — Sports ministers of the 21-country Council of Europe are expected to impose tough measures to check spectator violence at soccer and other sports stadiums when they meet in the city on Thursday.

Although scheduled some time ago, the meeting follows the serious incidents at the Feyenoord-Tottenham Hotspur European Cup soccer match, which resulted in several dozen injuries and led to numerous arrests.

Sources at Council headquarters on Thursday would not comment in detail on the type of remedial measures the ministers are likely to endorse, but they said some of the proposals are intended to give local authorities authority to impose heavy criminal penalties even on spectators visiting from abroad. Secluding home and visiting fans in the stadium, a measure already adopted in some soccer facilities, is also among the possible solutions to prevent new incidents of hooliganism.

Boxer Muhammed Suspended, Fined

WASHINGTON (AP) — The District of Columbia Boxing Commission on Wednesday formally suspended Eddie Mustafa Muhammad, the former World Boxing Association light heavyweight champion, for one year and fined him \$1,000. The suspension will date from Oct. 17, when the commission issued a preliminary finding.

Muhammad, 31, was scheduled to fight light heavyweight champion Michael Spinks, last July 15 when he checked in two pounds over weight at the noon weigh-in and the fight was canceled. Muhammad claimed the weigh-in was fixed, and that he was not over the official weight.

Boxing commissions around the country have generally honored each others' suspensions in the past, and some commissions have already said they will recognize the D.C. suspension and prevent Muhammad from fighting in their states. However, Muhammad will appear in a five-round exhibition match Friday night in Milwaukee.

For the Record

Switzerland defeated Belgium, 3-1, in a European Cup qualifying Group 1 match Wednesday in Bern. Belgium had already clinched first place in the group to advance to next year's finals in France. (UPI)

Two East German soccer players who defected to the West before a game in Belgrade last week said Wednesday that they will have a trial with Bayer Leverkusen of the West German league. Falko Gostz, 21, and Dirk Schlotz, 22, made a game in Belgrade between their club, Dynamo Berlin, and Partizan Belgrade to flee to the West German Embassy. (UPI)

Rival Tennis Groups Settle Bitter Dispute, Plan United Tour

The Associated Press

WEMBLEY, England — The two warring factions in world tennis patched up their quarrel Thursday and agreed to cooperate in staging one circuit in 1984.

The Men's International Professional Tennis Council announced after a four-day meeting that it had reached a settlement with Lamar

Hunt's World Championship Tennis.

WCT had filed a suit against the Council for restraint of trade following disagreements about the circuit in 1982 and 1983. Lawyers had been arguing all this year, but the case never reached the courtroom.

Marshall Happer, administrator of the MPTC, said that WCT would run three major tournaments as part of the 1984 Grand Prix — the WCT final at Dallas, the WCT Tournament of Champions at New York, and the WCT World Doubles Championships at London.

In addition, WCT will run four "super series" tournaments — two in 1985 and two in 1986.

All of those WCT events will be part of the Grand Prix, which is run by the MPTC.

"I am pleased to have WCT back in the Grand Prix and to have a final dismissal of litigation," Happer said. "This unification will further strengthen the Grand Prix."

Connors Advances

Jimmy Connors, the No. 2 seed behind John McEnroe, overcame fellow American Hank Pfister on Thursday, 6-4, 6-1, to

advance to the quarterfinals of a Grand Prix tournament at Wembley, near London, United Press International reported.

In the major upset of the day, Henrik Sundstrom of Sweden defeated American Bill Scanlon, the No. 4 seed, 4-6, 7-6 (7-5), 6-0.

McEnroe, the defending champion who is playing in his first tournament after a three-week suspension, faced an easy path through to

the semifinals following the defeats Wednesday of two seeds in his half of the draw. McEnroe won his opening match against John Lloyd, 6-2, 6-4.

The third-seed, Mats Wilander, lost, 6-3, 6-1, to fellow Swede Anders Jarryd, and seventh-seeded Johan Kriek of the United States was beaten, 6-7, 6-1, 5-7, by Michiel Schapers of the Netherlands, ranked 124 in the world.

NHL Standings

WALTON CONFERENCE									
Team	W	L	T	Pts	GP	GA	GF	PP	OT
NY Rangers	10	4	2	24	21	54	57		
Philadelphia	10	4	2	21	21	57			
NY Islanders	9	5	2	20	21	54			
Washington	7	7	1	15	21	54			
Pittsburgh	4	10	2	10	21	41			
New Jersey	2	14	0	4	21	74			
Adams Division									
Boston	10	4	1	21	21	45			
Quebec	9	7	2	20	21	44			
Buffalo	7	8	4	18	21	52			
Hartford	7	7	7	15	21	40			
Montreal	6	10	4	14	21	42			
Campbell Conference									
Team	W	L	T	Pts	GP	GA	GF	PP	OT
Chicago	9	6	0	18	21	44			
Toronto	7	7	7	14	21	40			
St. Louis	7	7	1	15	21	43			
Calgary	6	8	1	13	21	44			
Edmonton	4	11	2	10	21	71			
Smythe Division									
Chicago	10	4	1	21	21	45			
Toronto	9	7	2	20	21	44			
St. Louis	7	7	1	15	21	43			
Calgary	6	8	1	13	21	44			
Edmonton	4	11	2	10	21	71			

Transition

Baseball

SEATTLE — Added Mark Lemmon and Mike Johnson, pitchers, and Donnell Nixon, third baseman, to the roster.

Montreal — Added Bob (Buck) Rodgers, pitcher, to the roster.

NEW YORK — Added Vern Heston, bullpen coach.

FOOTBALL

L.A. RAIDERS — Signed Dave Stalls, defensive lineman.

ST. LOUIS — Signed Bob Harris, linebacker, to the reserve list; signed Paul Davis, linebacker.

NEW YORK — Signed Vern Heston, bullpen coach.

BASKETBALL

LEAGUE — Announced the resignation of Larry O'Brien, commissioner, effective Feb. 1, 1984.

NEW JERSEY — Signed Willie Snyder, wide receiver, to a multi-year contract.

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REAL ESTATE

TO RENT/SHARE

GREAT BRITAIN

EXCEPTIONAL VALUE IN WEST LONDON. Beautifully appointed apartment located in a prime area. Call 01-453 1001.

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REAL ESTATE

TO RENT/SHARE

PARIS AREA UNFURNISHED

SAINT-DENIS: SOLE AGENT, comfortable apartment, 4 bedrooms, 2 baths. Call 01-453 1001.

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REAL ESTATE

WANTED/EXCHANGE

WANTED: APARTMENT IN PARIS

Wanted: Apartment in Paris, furnished or unfurnished, 2 bedrooms, 1 bath. Call 01-453 1001.

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Wanted: Apartment in Paris, furnished or unfurnished, 2 bedrooms, 1 bath. Call 01-453 1001.

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Wanted: Apartment in

